



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: December 22, 2020
Person Contacted: Michael Miles (FAA Inspector)
NTSB Accident Number: ERA21LA070

Narrative:

On December 22, 2020, the FAA Inspector performed an engine examination. The below are a summary of the findings:

1. Engine continuity was confirmed by rotating the propeller. All cylinder valves were observed to operate normally.
2. Thumb compression was found on all cylinders. Suction was observed also as the propeller was rotated.
3. Magnetos were found to be physically normal. Bendix magneto was found to produce spark. SureFire magneto was found to be timed internally correct.
4. Carburetor was disassembled, and a small amount of fuel was found to be in the bottom of the float bowl. The float did not appear to have any defects. 4 to 5 teaspoons of fuel were found. No water noted. Main fuel line was disconnected from carburetor inlet with only 5 or 6 drops of fuel noted.
5. Intake duct between intake filter and carburetor was free of obstructions. All intake tubes were connected without any noticeable damage.
6. Exhaust was found to be connected with the exception of #1 cylinder. The exhaust flange on the #1 cylinder appeared to be damaged/bent and not seated completely due to impact damage. Visible impact damage to the baffling and exhaust manifold was in this area. No exhaust leakage noted in any area.



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The FAA inspector further reported the below findings pertaining the position of the carburetor heat lever, the fuel found onboard at the accident site, and the condition of the wreckage:

The carburetor heat lever was found in the off position.

Approximately 7 to 7.5 gallons drained from the left tank (includes 2 unusable gallons). Approximately 1/8 to 1/4 cup drained from the right tank. No obvious issues noted with the fuel. No damage noted to the tanks or wings that contributed to fuel leakage, no visible fuel leakage noted. No fuel noted at the inlet of the electric pump and no fuel noted at the outlet of the engine driven fuel pump.

The fuselage and both wings were substantially damaged. Flight control and engine control continuity was established.