



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 15, 2023
NTSB Accident Number: ERA21LA201

On January 26, 2023, at 0913 EST, Phillip Grice of Continental Aerospace Technologies (CAT) contacted NTSB by phone from [REDACTED]. At the start of the call he indicated that 3 weeks ago, or on or about January 4th or 5th, 2023, when cleaning up the secure area where parts are stored, without NTSB knowledge, consent or permission, they inadvertently discarded the accident components. He advised he would continue to search for the missing parts and photographs and will advise¹.

On January 26, 2023, at 1129 EST, Phillip Grice of CAT contacted NTSB from [REDACTED] and stated that he located the throttle body and metering valve in the core reclamation area.

On January 26, 2023 at 1545 EST, Mr. Grice called back to state that he located the aft or upper portion of the engine-driven fuel pump which still had protective caps on the fittings and the data plate with matching serial number of the accident unit. The pump body was not attached but he will search on January 27, 2023 to locate the remaining parts of the pump.

On January 27, 2023, at 0916 EST, Phillip Grice contacted NTSB and advised that he had located the pump body with vanes and shaft but could not locate the mounting flange, drive coupling, pump mounting flange, packing or o-ring, phenolic spacer, or bolts.

The manifold valve or flow divider, all fuel injector lines, all fuel injector nozzles, and components of the engine-driven fuel pump consisting of the mounting flange, drive coupling, pump mounting flange, packing or o-ring, phenolic spacer, and bolts were discarded without NTSB knowledge, consent, or permission.

¹ 86 Photographs taken during the original examination were provided to NTSB on January 31, 2023.