



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 17, 2021
Subject: Wreckage Examination
NTSB Case Number: ERA21LA313

On September 16, 2021, the Wreckage of N3090U was examined by the NTSB at Atlanta Air Recovery in Griffin, Georgia.

The following information was acquired during the examination:

- Tach Time was: 5626.6 hours when the accident occurred.
- Hobbs Time was: 318.5 hours when the accident occurred.
- Flight control continuity was established from the ailerons, elevator, and rudder to the breaks in the system which displayed evidence of tensile overload, and from the breaks in the system to the flight controls in the cockpit.
- The wing flaps were in the up position.
- Oil was in the rocker boxes and galleries of the engine.
- Thumb compression and suction were present on all cylinders.
- Both magnetos produced spark.
- Driveline continuity was established from the propeller to the rear gears.
- All the intake and exhaust valves were functional.
- The fuel strainer was impact damaged and had partially come loose from its mounting location.
- No anomalies were discovered with the carburetor and the floats were not leaking.
- The mixture control was in the full rich position.
- The throttle was in the full throttle position.
- The carburetor heat control knob was of the locking type and was not fully closed.
- The carburetor heat door was open.
- When actuated the carburetor heat control knob would function normally and the carburetor heat door would close and open.

During the examination, no evidence of any preimpact failures or malfunctions that would have precluded normal operation were discovered.