



Memorandum For Record

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Eastern Region

Date: April 4, 2022
NTSB Accident Number: ERA21LA383

An examination of the airframe and engine was performed on November 11, 2021, by a representative of the airframe manufacturer with oversight from the Federal Aviation Administration.

All flight controls were still attached to the aircraft. Control cable continuity was established from the cockpit to all flight control surfaces. The flaps were observed in the up position. The elevator trim tab was 5° tab down. The tachometer indicated 4401.1 and the hour meter indicated 971.6.

Examination of the engine revealed impact damage that precluded rotation of the crankshaft. All spark plugs were removed for inspection, and they exhibited normal wear. The magnetos which were tightly secured to the engine were removed and produced spark at all leads during hand rotation.

Examination of the fuel quantity indicating system revealed the gauges were below red line. Impact damage to the airframe and cockpit area precluded operational testing from the transmitter to each fuel gauge.

No fuel was noted in the carburetor bowl. Both vented fuel caps were observed installed and locked in position; the rubber was pliable and intact.