



MEMORANDUM FOR RECORD

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Date: 01/27/2023
Subject: Wreckage Examination
NTSB Case Number: ERA23LA035

The airplane was recovered from about 7 feet of water. Examination by a Federal Aviation Administration Inspector revealed that the airplane was substantially damaged. The right lower wing root displayed crush and compression damage, the right outboard wing panel was twisted, and the left ruddervator was missing a portion of its outboard section and its balance weight had separated from the control surface and was not recovered. The nose landing gear doors, lower engine cowling, and lower fuselage displayed crush and compression damage, and was missing an access panel on the lower fuselage, below the passenger cabin.

Only about 1 gallon of fuel per side was recovered from the left and right wing tanks. Review of the Published Federal Aviation Administration approved flight manual, indicated that unusable fuel was 2-3 gallons per side.

After recovery, the wreckage from N7893R, was transported to Atlanta Air Recovery, Griffin Georgia.

On January 25, 2023, an examination was conducted by the NTSB. During the examination, the fuel selector was found to be in the left fuel tank position. The auxiliary fuel pump was in the off position.

The throttle control was in the full open position, and the air throttle inlet valve was full open and clear. The propeller control was in the "HI RPM" position, and the mixture was in the full rich position. The alternate air was closed. The landing gear was in the "UP" position.

The propeller displayed visible afterward bending. The fuel strainer only contained a trace amount of fuel. The fuel distribution valve was devoid of fuel and the screen was clean. The fuel injectors were found to be unobstructed.

The magnetos were damaged due to submersion and would not fire however, disassembly and examination did not reveal any preimpact failures or malfunctions that would have precluded normal operation.