



Memorandum For Record

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Sr. Air Safety Investigator
Eastern Region

Date: April 5, 2023
NTSB Accident Number: ERA23LA128

As part of the investigation, Mr. Chris Ferraraccio owner of AMF Aviation, who is an Airframe and Powerplant Mechanic with Inspection Authorization was asked to get document with notes and photographs the following information. He provided pictures to NTSB and was contacted on April 5, 2023 at 1701 EDT. He was called at [REDACTED] His responses to the NTSB questions are documented below and in attached pictures.

Chris, for this recovery of this Cessna 210A in West Virginia please provide me:

1. Picture of the tachometer and hour meter
 - The Tachometer was reading 3493.6 and the hour meter was reading 722.65¹
2. Once upright, turn battery power on and photograph each fuel gauge reading (Figure 1).
3. Once upright, take a picture behind each fuel cap showing whether there is any fuel staining
 - Fuel staining was noted by the left fuel filler cap (Figure 2) and also the right fuel filler cap (Figure 3).
4. Picture of the fuel selector valve and handle
 - The handle and the adjustable wrench used by the pilot were not located. The valve is depicted in Figure 4.

¹ Based on these times, the airplane had been operated 1.0 hour by the tachometer and 1.4 hours by the hour meter since the annual inspection was signed off.

5. Once upright, take a sample of fuel from each fuel tank into a clean glass jar and label. Take a picture.
 - The right fuel tank did not contain fuel while the left fuel tank contained only residual fuel (Figure 5).
6. Once upright take a sample of fuel from the airframe fuel strainer into a clean glass jar and label. Take a picture.
 - The fuel strainer did not contain any fuel.
7. Once upright, drain each fuel tank into a separate clean container and quantify the fuel amount. Take a picture.
 - Only residual fuel was noted in the left fuel tank and no fuel was noted in the right fuel tank.
8. During separation of both wings, document with photos any fuel quantity indicating system connectors or wiring issues or where cut or disconnected.
 - The wiring harness of each fuel transmitter was cut to facilitate removal of the wings.

During the phone call of April 5th, he was asked the following questions –

Describe the force was required to rotate the fuel selector shaft?

Based on over 40 years of flying or maintaining aircraft, it was commensurate with any other Cessna airplane that he had flown or maintained.

Did you use the adjustable wrench that was in the airplane for the test video?

He used his own.

What date did you upright the airplane?

February 25, 2023.

The call ended at 1715 EDT.

The digest was e-mailed to him for review on April 6, 2023. He responded the same day at 1939 EDT with, “Evening Tim, I find your report true and accurate. Regards Chris.” The FINAL digest was e-mailed to him on April 7, 2023.



Figure 1: AMF Aviation Digital Photograph. View of a Portion Of the Instrument Panel With the Airplane Upright and Battery Power On Showing the Left Fuel Gauge at Empty and the Right Fuel Gauge Less than Empty.



Figure 2: AMF Aviation Digital Photograph. View Looking Aft Showing the Fuel Staining By the Left Fuel Filler Cap.



Figure 3: AMF Aviation Digital Photograph. View Looking Outboard Showing the Fuel Staining By the Right Fuel Filler Cap.



Figure 4: AMF Aviation Digital Photograph. View Showing the Fuel Selector Valve, Placard, and No Handle.

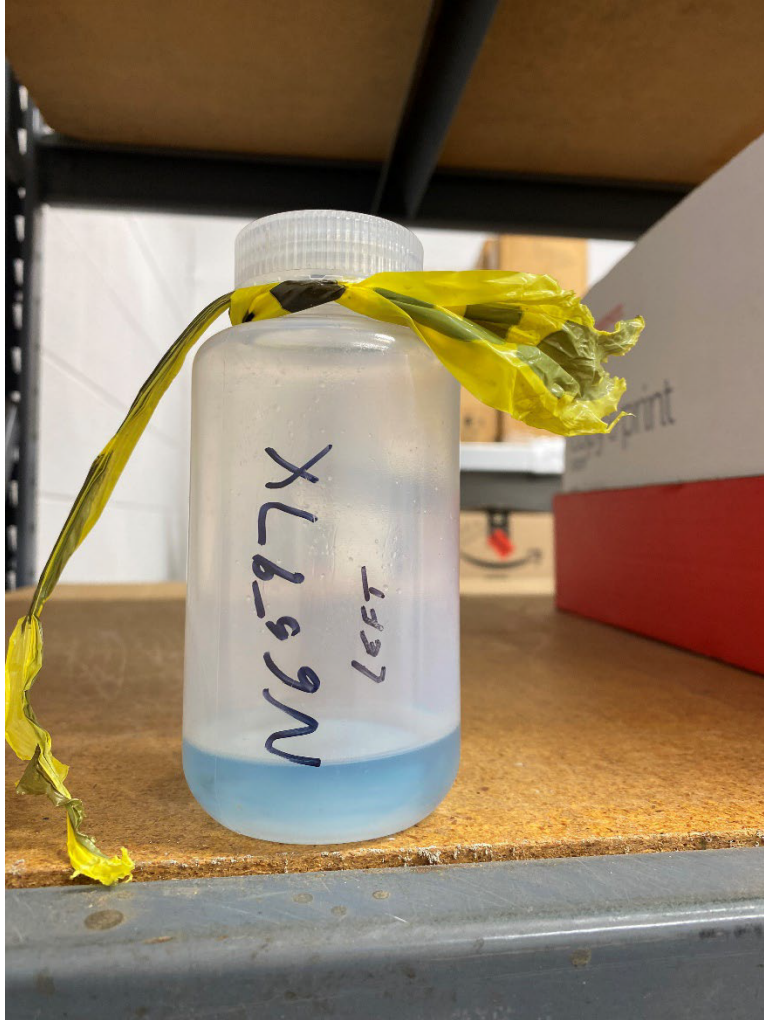


Figure 5: AMF Aviation Digital Photograph. View of the Total Amount of Fuel Drained from the Left Fuel Tank.