

From: [REDACTED]
To: [REDACTED]
Subject: ERA23LA221
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Attachments: [REDACTED]

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Date May 5th, 2023:

Arrived on scene of accident 5/5/23, when I walked out to the plane, I noticed the following damage:

- Front nose bowling cowlings damaged in several spots
- airbox bracket filter smashed in with rocks stuck in front of the filter
- Airplane was upside down with the engine and prop sitting above the water
- rudder bend at bottom
- Elevator trim tab bend
- Front windshield was cracked and a huge hole in the middle
- Wings were fully submerged in water
- Side windows cracked
- The propeller was damaged, split open on one side and cracked on the other. Refer to pictures for more detail
- Fuel line from fuel regulator to fuel tank was busted

Damage that was caused from removing the aircraft from the Catawba river:

- Wings and cables were cut from fuselage to remove aircraft from river
- Propeller was removed from aircraft in the river, due to propeller possibly ripping life raft
- rudder was removed from tail of aircraft
- Bottom section of the door was removed in the water
- When the aircraft was flipped right side up, a few holes were made in the wings and wheel pants scratched during this process

Maintenance performed after the wreck with the approval from NTSB Brian Rayner:

- Removed debris from engine and propeller shaft
- Drained oil due to water in the oil tank and engine, put new oil in engine and installed new oil filter
- Removed all spark plugs to drain water from cylinders
- installed spark plugs after cleaning plugs from debris and water
- installed same model propeller and torqued to spec for test run
- Due to fuel line busted, installed a fuel gallon bucket that was plumbed to carb for a temporary fuel tank.

- After trying to run the aircraft, removed magnetos to inspect for water damage. Verified timing of magneto before removal
- dried magnetos from water and installed magneto to same timing as before
- Primed engine with new fuel in fuel line
- Test ran engine, performed magneto and carb heat check. Left and right mag drops 75 each and 100 rpm when carb heat was applied (performed this at 1700 rpm). Then Accelerated the engine into the green arc, then pulled throttle back to idle and killed the engine with the mixture.

Please let me know if you need anything else like pictures or videos.

Thank You,
Tiffany E Lamperski
A&P/Compliance Specialist

