



Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 8/17/23

Subject: ERA23LA338

Contact: Bradley McCauley, Airworthiness Inspector, FAA GSO FSDO

The following was extracted from an email from Mr. McCauley on this date.

Mr. McCauley observed that the right elevator separated and was not recovered from the sound. Both wing fuel tanks were full of water. The tanks appeared intact, but water could have entered through the fuel tank vents. The carburetor and fuel bowls had an approximate "50/50" mixture of fuel and water remaining in them. Mr. McCauley was able to rotate the propeller and confirm continuity to the rear accessory section engine; however, there was some hydraulic lock due to water in the cylinders. The air filter appeared free of obstructions.

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Senior Air Safety Investigator
Eastern Region Aviation

Date: 9/8/23

Subject: ERA23LA338 Engine Exam Via Teams

Contact: Hunter Raiford, Florida Air Recovery, Jacksonville, FL
Bradley McCauley, FAA GSO FSDO
Alexandra Grady, FAA GSO FSDO
Joseph Younts, FAA GSO FSDO

Mr. Raiford removed the top spark plugs. Their electrodes were intact and light gray in color. He was to rotate the propeller 360° and confirm crankshaft, camshaft, and valve train continuity to the rear accessory section of the engine. He also obtained thumb compression on all four cylinders. The oil filter was opened, and its screen was absent of metallic contamination.

It was noted that the return spring was missing from both carburetors. Fuel staining was also noted on the fuel distribution block; however, no cracks were observed.