



Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 10/3/23

Subject: ERA23LA383

Contact: Todd Aungst, Operations Inspector, FAA Harrisburg FSDO

Mr. Aungst was interviewed via telephone. He stated that he examined the wreckage today with Airworthiness Inspector Gallagher. The examination was limited as the airplane was inverted in a field. Further examination was planned following recovery.

Mr. Aungst observed the mixture and throttle levers in the full forward position, and the carburetor heat control selected to off. The magneto key and fuel selector were also in the off position. Adequate fuel remained onboard and the pilot reported that the airplane was fueled 3 days prior to the accident, at LDJ and then flew from LDJ to N27 (with a stopover at UKT), and had not flown until the accident takeoff.

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 10/18/23

Subject: ERA23LA383 Engine Exam Via Teams

Contact: Mike Ferraraccio, AMF Aviation, Westfield, MA
Todd Aungst, FAA Harrisburg FSDO
Chester Gallagher, FAA Harrisburg FSDO
Lucas Winn, FAA Harrisburg FSDO

Mr. Ferraraccio stated that prior to recovering the airplane, he defueled about 20 or more gallons from each wing (~40+ total). The fuel was blue, clear, and absent of any visible contamination.

Mr. Ferraraccio removed valve covers and the top spark plugs. The spark plug electrodes were intact and 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. The single-drive, dual magneto impulse coupling emitted activation noise during the propeller rotation. Mr. Ferraraccio also obtained thumb compression on all six cylinders.

The carburetor remained intact, and continuity of its linkage was confirmed. The carburetor was then removed and disassembled, and fuel was noted throughout the carburetor and fuel lines. It was also blue, clear, and absent of any visible contamination. The carburetor accelerator pump emitted a fuel stream when actuated by hand.

The air intake and engine exhaust were free from obstructions. The examination was paused so that Mr. Ferraraccio could obtain equipment to perform a magneto timing test.



Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 11/20/23

Subject: ERA23LA383 Engine Exam Continued

Contact: Mike Ferraraccio, AMF Aviation, Westfield, MA

Mr. Ferraraccio performed a magneto timing test, which revealed that the timing was correct.