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Date: May 14, 2026

Subject: ERA24LA334, FAA Inspectors statement/ Wreckage exam

Contact: Andrew Dearborn, Aviation Safety Inspector, FAA Portland ME.

On 5/14/2026, at the request of the NTSB, I inspected aircraft N121CH in support of the ongoing accident investigation. Inspection activities were conducted at Oxford County Regional Airport.

The NTSB requested verification and inspection of the following items:

Airframe side fuel system

Flight control continuity

Ignition switch to magneto wiring continuity and function

Photographs of the firewall and instrument panel

General identification of avionics visible on the instrument panel

Fuel System Inspection:

The fuel selector was placed in the header tank position and fuel flow was observed from the firewall-mounted gascolator. The observed flow rate appeared adequate to provide the engine with sufficient fuel flow to sustain power. Fuel was

drained into a clear container and visually inspected for debris and contamination. No debris or contamination was noted. The fuel appeared consistent with 100LL aviation gasoline in both color and odor.

The mechanic assisting with the initial investigation advised that the main fuel tanks had previously been drained.

The fuel flow transmitter referenced by the NTSB was not present during the inspection, as it had reportedly been shipped with the engine to Lycoming Engines for testing and further examination.

Engine and Flight Controls:

The engine throttle, mixture, and propeller RPM Teleflex control cables operated smoothly and freely throughout their full range of motion.

Aircraft flight control continuity was verified for the ailerons, elevator, and rudder. All corresponding cockpit controls operated freely throughout the observed range of motion and maintained continuity to their respective control surfaces.

The flap system was not tested.

Ignition System Inspection:

The aircraft ignition switch was tested utilizing a digital multimeter (DMM) provided by the mechanic assisting with the investigation. The engine was not installed at the time of inspection; however, both magneto P-leads from the airframe were present and tested for continuity and proper operation in relation to ignition switch position.

The following results were observed:

OFF position: Both magneto P-leads showed continuity to aircraft ground.

BOTH position: Neither P-lead showed continuity to aircraft ground.

LEFT position: Left magneto P-lead showed an open circuit to ground; right magneto P-lead showed continuity to ground.

RIGHT position: Right magneto P-lead showed an open circuit to ground; left magneto P-lead showed continuity to ground.

Additionally, ignition switch wiring and associated wiring connections were visually inspected. Wiring associated with the ignition system appeared secure, properly connected, and serviceable with no obvious loose, frayed, or damaged wiring observed during the inspection.

Avionics / Instrument Panel:

The aircraft radio stack had previously been removed prior to inspection. Pilot flight instruments present in the aircraft were rudimentary "steam gauge" style instrumentation.

Photographs:

Photographs of the firewall and instrument panel were obtained as requested and will be transmitted in a separate email.