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Below is a summary of the examination of N347M conducted at Anglin's Aircraft Recovery:

The airplane had just been recovered and remained on a flatbed of a truck. The airplane had sustained a significant amount of thermal damage consistent with a post-crash fire and the fuselage had been destroyed. A portion of the main cabin door latch mechanism was located within the wreckage and displayed normal operating signatures. The rest of the door latch mechanism and the door latch plate were not located at the time of the examination.

The turboprop engine remained attached to the airframe and displayed a significant amount of thermal damage as well as impact damage signatures. A large crack was noted in the case of the gearbox section of the engine and the propeller had broken free from the propeller drive shaft, both of which were consistent with impact damage. The propeller drive shaft was rotated manually and was able to rotate a full 360°. The initial stages of the compressor of the turbine engine were able to be partially viewed through the inlet. All the visible blades were intact, and there were no signs of FOD or impact damage. The engine control cable rod ends remained attached to their respective control arms on the engine. The power and propeller controls in the cockpit were found near the full forward position.

The three-blade, constant-speed propeller had broken free from the propeller drive shaft, and all three propeller blades remained within the hub. One propeller blade displayed minor twisting and aft bending deformation and leading-edge

gouges near the blade tip. The 2nd propeller blade displayed aft bending deformation and gouges in the leading and trailing edges of the blade. The 3rd propeller blade displayed aft bending deformation, twisting deformation, and leading-edge gouges near the propeller tip and gouges in the trailing edge approximately midspan of the blade.

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