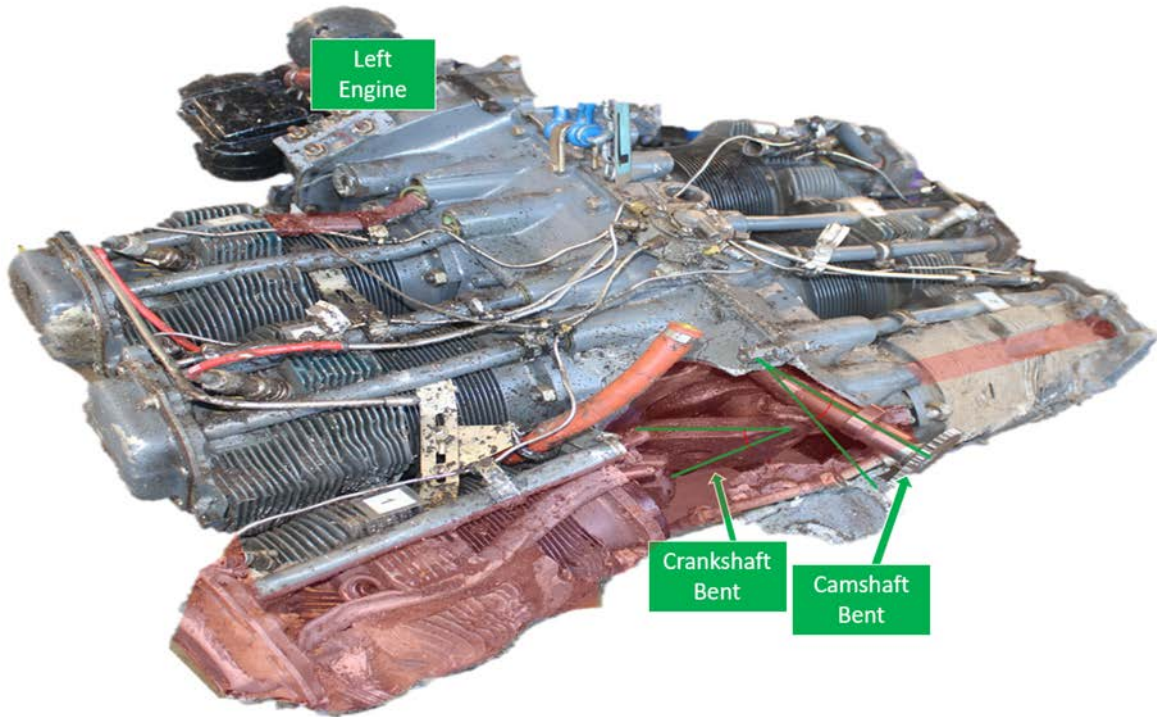


ENGINE

Both engines were found within the debris path and were recovered with the rest of the wreckage. Both engines were examined and no anomalies were noted that would have precluded normal operations.

Left (SN# L-2441-61A)

Left magneto fracture separated from engine. Right magneto remained attached. Red shaded areas represent impact damage noted during exam.



Cylinders

No1- Intake and exhaust push rod displaced. Top sparkplug not present.

No2- Extensive impact damage around valve cover. Exhaust push rod displaced. Intake and exhaust pipes fracture separated. Top sparkplug not present.

No3- Intake and exhaust push rod showed evidence of impact damage.

No4- Intake and exhaust push rod displaced.

No5- Intake and exhaust push rod displaced.

No6- exhaust push rod fracture separated. Intake push rod displaced.

Fuel

Fuel Injectors were removed and were free of debris. No. 2 fuel injector was not found in the wreckage.

Fuel manifold assembly cover was removed and no anomalies were noted.

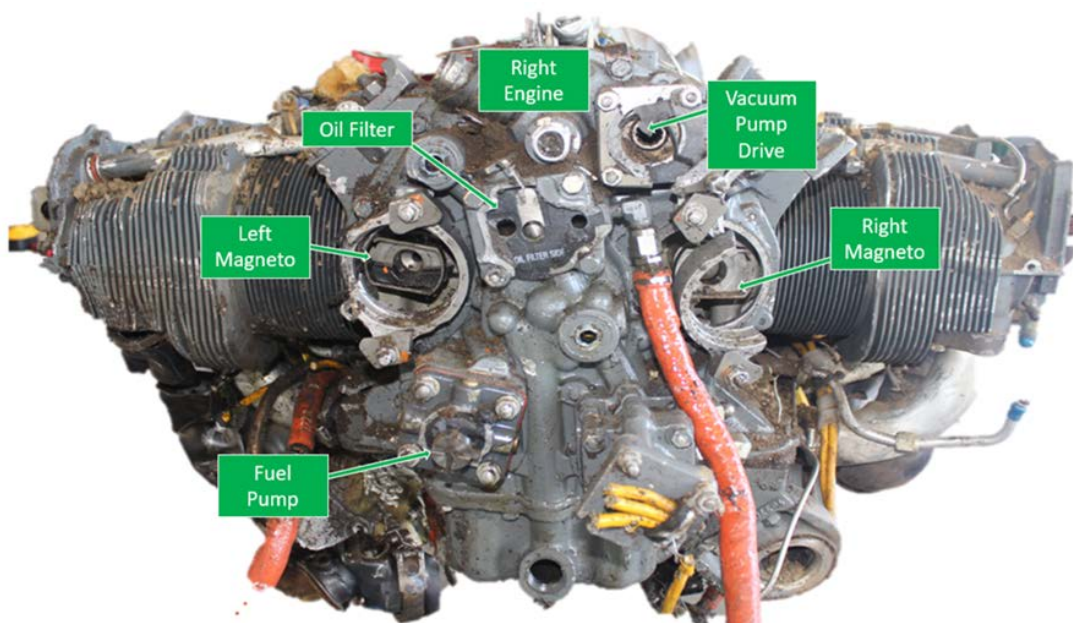
Fuel pump housing fractured.

Oil filter was cut open and no debris was noted.

Tempest Dry Air Pump (AA441CC-7) (Serial No. C13006) remained attached to the engine. It was removed and examined. The cover was removed, and the vane housing was found fractured.

The propeller governor (Serial No. PP1-12131) was found in the wreckage and displayed extensive impact damage.

Right (SN# RL-7193-61A)



The right and left magneto, oil filter, fuel pump, and vacuum pump were fracture separated.

The accessory housing assembly was removed and no anomalies were noted to any of the gears.

Cylinders

No1-Cracked across head and sparkplug insert. Intake and exhaust push rod displaced. Intake and exhaust pipes fracture separated. Bottom spark plugs not present.

No2- Extensive impact damage around valve cover. Both Intake and exhaust push rod fracture separated. Intake and exhaust pipes fracture separated.

No3- Intake and exhaust push rod displaced. Bottom spark plugs not present. Intake and exhaust pipes fracture and partially separated.

No4- Intake and exhaust push rod displaced. Intake and exhaust pipes fracture and partially separated.

No5- Intake and exhaust push rod displaced. Bottom spark plugs broken. Intake and exhaust pipes fracture and partially separated.

No6- Intake and exhaust push rod displaced. Intake and exhaust pipes fracture and partially separated.

Fuel Injectors were removed and were free of debris.

Manifold assembly cover was removed and no anomalies were noted.

The fuel pump fracture separated and was found within the wreckage. The fuel pump housing was destroyed.

Tempest Dry Air Pump (AA441CC-7) (Serial No. OD2703) was examined. The cover was removed, and the vane housing was found fractured.

The propeller governor was found in the wreckage and displayed extensive impact damage.

Turbo Charger-Impeller did not show any leading-edge damage and the tips were bent opposite direction of rotation. Some rotational scoring was noted.

Oil

Oil screen was free of debris.

Oil filter was cut open and no debris was noted.

Propellers

The propellers were found separated from the engines. Both propellers displayed impact damage symmetry. Chordwise scratches and leading edge gouges were present on blades from both propeller assemblies. The photo of the left propeller was reversed to compare it against the right propeller.

