

N8353T

Plain Parts, January 30, 2020

The engine remained attached to its mounts and fully enclosed with the engine cowling. All exhaust and induction pipes remained attached. All hoses and fuel lines remained attached to the engine. Fuel obtained from the engine fuel pump hose to the carburetor was clear.

All accessories remained attached to the engine

Ignition leads remained attached to spark plugs and ignition harness exhibited impact damage to #1-cylinder bottom lead.

All the spark plugs exhibited normal operating conditions. 2,4, and 6 had oil over consistent with the engine sitting left side down.

When the crankshaft was rotated by hand, thumb compression was obtained on all 6 cylinders; intake and exhaust valve rocker arms moved equally on all 6 cylinders. Continuity established throughout the engine. Dual magneto single drive was removed. Testing ignitions on spark harness leads were not obtained due to numerous impact damages to the harness.

Fuel screen was clear of debris and unobstructed.

We couldn't spark magneto so it will be sent off to get tested. Magneto gear undamaged.

The engine driven fuel pump drive actuator lever push by hand, blow of air was obtained on the outlet (suction was obtained on the inlet).

The carburetor remained attached to the engine and the airbox remained attached to the carburetor. Carburetor inlet screen is clear and unobstructed. Throttle and mixture arm on the carburetor move freely. When blew through it, no debris came out of the mixture metering screen. The throttle arm moved the accelerator pump freely. The mixture arm moved needle freely. Floats were moving, needle valve and the needle valve seat were intact; needle valve seat had no scoring or gauging. All internal components of the carburetor were intact.

Gascolator remained attached to the frame and intact. Some thermal damage was observed on the outside surface. The gascolator bowl was clear of fuel but the smell test indicated a presence of low lead fuel. The screen was clear unobstructed.

The airframe electric fuel pump remained attached to the firewall and was operational.

The fuel line from the engine driven fuel pump to the gascolator was disconnected. Air pressure was applied to the outlet line from the gascolator to the fuel pump; air was felt being expelled from the carburetor to the fuel line.

Both fuel tanks were thermally damaged and breached.

Fuel selector valve was not located in the wreckage. Majority of the fuselage from the instrument panel to the vertical stabilator was consumed by the fire.