

Cawthra Joshua

From: Hinton, Destin (FAA) [REDACTED]
Sent: Monday, January 4, 2021 7:27 AM
To: Cawthra Joshua
Cc: Hill, James D (FAA)
Subject: N577CP Summary

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Good morning Josh,

Below is a summary of the work conducted on N577CP, serial number 3345. I will label all my pictures and get them uploaded today.

Date

29 December 2020

Objective

Perform initial accident investigation of N577CP – 2008 Cirrus SR22

Personnel

Mr. Brian Garrett – Ogden Airport Manager
Mr. Michael VanDehei – Contracted A&P Mechanic
Mr. Kevin Demick – Airport personnel
Mr. Brad Miller – Cirrus Accident Investigator
Mr. Destin Hinton – FAA Inspector
Mr. James Hill – FAA Inspector

Facts/Findings

Brad disconnected both batteries and disabled the ballistic parachute.

The oil filter was cut open and the element removed. The oil appeared clean however a significant amount of metallic particles were present throughout the filter. It could not be determined if the particles were magnetic.

The #1 spark plug was found to be hand tight. No significant carbon build-up or discoloration compared to the other plugs. All spark plugs appeared normal.

The #4 spark plug lead was found to be hand tight.

The sensing line from the left intercooler to the pressure controller was hand tight at the control unit.

The fuel pump was removed and inspected. No evidence of damage or malfunction was found and the shaft was not sheered. Mechanical arm on the pump cycled normally and the pump rotated smoothly.

The mechanical linkage for the power lever and fuel mixture had some travel but damage to the aircraft prevented full range of motion.

All three propeller blades were accounted for and did not appear to be under power at the time of impact.

The right side turbocharger shaft nut was found in the inlet of the turbine. There was significant damage to the turbine inlet housing, suspect secondary damage.

Spark on all six cylinders tested good.

Thumb compression on all six cylinders tested good.

All 6 cylinders were bore scoped and looked normal and valves were not damaged.

All rocker arms and pushrods operated normally when the propeller was actuated.

Flight controls were tested. All showed some movement except the elevators – suspect secondary damage to the cables from fuselage damage. Access panels were removed to inspect cables and pulleys. No suspected malfunctions or disconnects.

Flap actuator rod measured 2.5” (Flaps 50 degrees). Flap actuator rod nut was not tight.

Circuit breakers Batt 2, PFD 1, PFD 2, and Standby Att were all extended.

The parachute handle appeared to be pulled but on further investigation, it was determined that the system was operable. The activation switch was not triggered, the cable was able to move the actuation plunger, the rocket and solid fuel both tested functional. Believe secondary damage to the handle.

Pilot seat was in a position forward of the seat stops.

The fuel system was not tested due to circuit breakers being popped, physical damage to the PFD/MFD, and damage to the Master Control Unit.

Regards,

Destin Hinton

Principal Aviation Safety Inspector

Federal Aviation Administration

Salt Lake City Flight Standards District Office

