



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

November 9, 2021

FOLLOW UP ENGINE EXAMINATION

WPR21LA068

This document contains 9 embedded photos.

A. ACCIDENT

Location: Ogden, Utah
Date: December 10, 2021
Aircraft: Cirrus SR22 / N577CP
NTSB IIC: Josh Cawthra

B. EXAMINATION PARTICIPANTS:

Name: Fabian Salazar
Duty Position: ASI
National Transportation Safety Board
Federal Way, WA 98003

Name: Kerry Shumway
Duty Position: ASI
Organization: Federal Aviation
Administration
Salt Lake City, Utah

C. SUMMARY

On November 9, 2021, members of the NTSB and the FAA convened at the secured facility in Hooper, Utah to perform a follow up examination of the air induction system of the twin-turbocharged engine. It was discovered that the twin intercooler system had been disassembled during the initial engine exam, and few of the air induction system tubes and sleeves remained secured. The sleeves used on the intake assembly, after the throttle body, were secured.

D. DETAILS OF THE ENGINE EXAMINATION

The airplane was set up outdoors for the examination. The airframe was suspended above the ground via straps and a hoist. The lower engine cowling was previously removed. The upper engine cowling had been removed but rested on the top of the engine.

Removal of the upper engine cowling revealed the twin intercooler systems had been removed from the airplane, hindering the intent of the examination, which was to examine each of the sleeve clamps for security and the location of the clamps on the induction tubes. All the induction tubes were accounted for. One was crushed, and the remaining ones exhibited minor damage. Some of the sleeves exhibited scuffing, and rips which appeared consistent with the accident.

Examination of the air induction system after the throttle body revealed all were secured with clamps that appeared to be properly secured behind the raised ends of the tubes.

According to the recovery agent, the loose tubing, identified in Figure 9, was loose due to the initial engine examination process, or the recovery process.

PHOTO EXHIBIT



Figure 1. N577CP, Left-rear view.



Figure 2. Right-rear view.



Figure 3. Right-side view.



Figure 4. Left-side view.

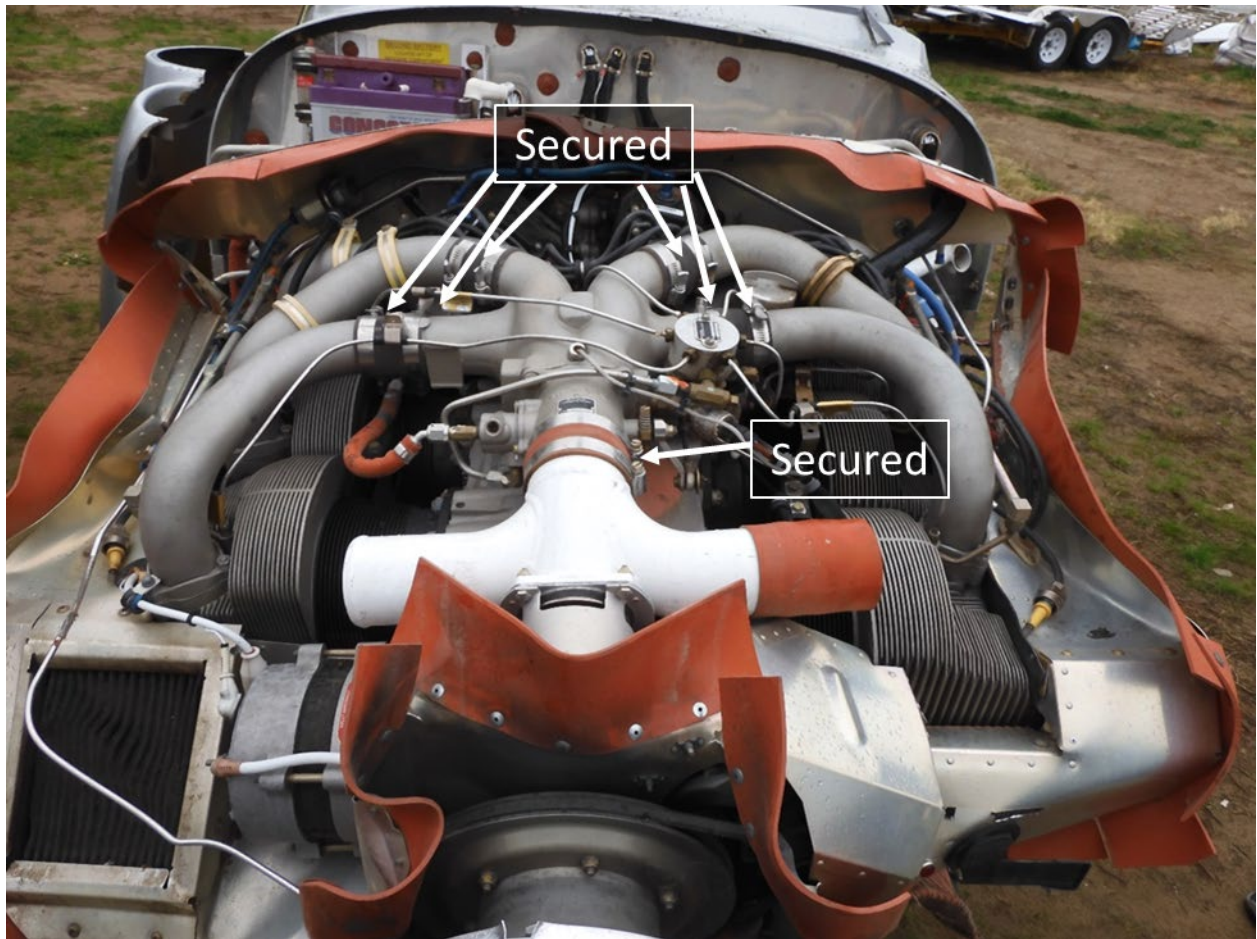


Figure 5. Front view, showing the secured sleeves

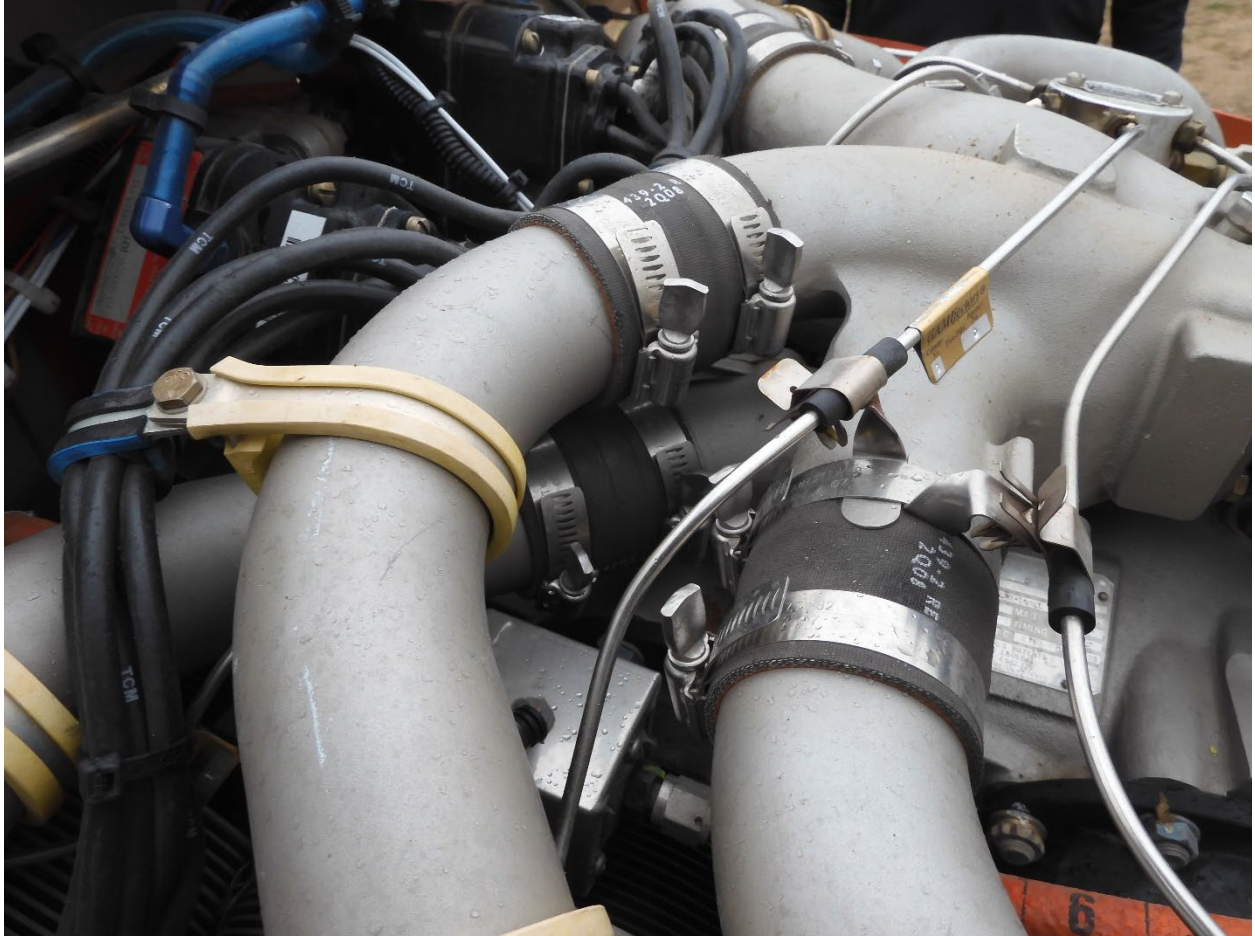


Figure 6. Close up of sleeves on the right side of the engine.

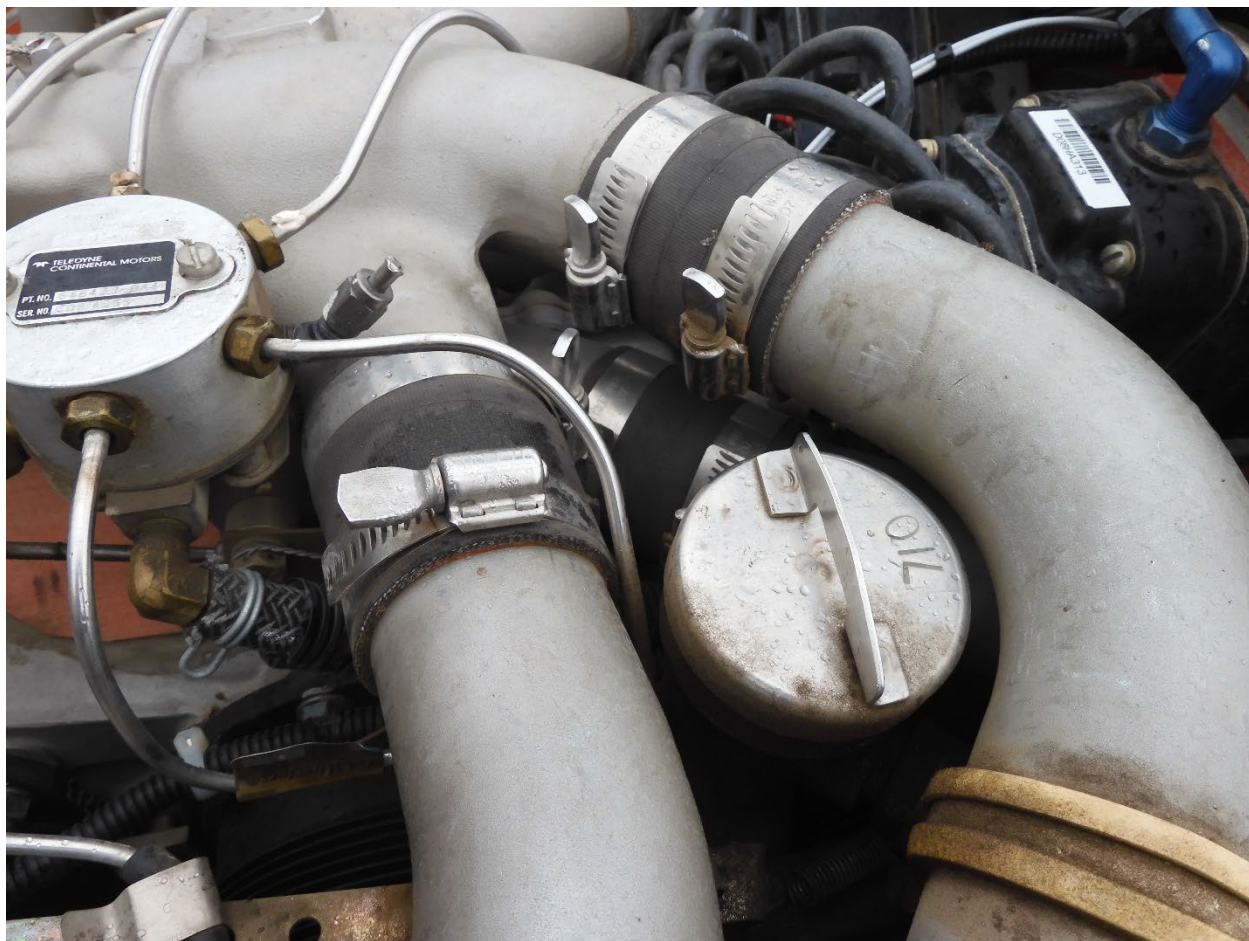


Figure 7. Close up of the sleeves on the left side of the engine.



Figure 8. Air induction tubes, intercoolers, and sleeves removed.



Figure 9. Airline found loose.