

Monville Timothy

From: clay.perkins [REDACTED]
Sent: Friday, September 13, 2013 12:32 PM
To: Monville Timothy
Subject: Fw: Recovery of N8362C, NTSB Case # ERA13LA407

Good Morning:

Per your request, ASI Alewine (Kevin) and I went to Atlanta Air Salvage on Thursday, September 12, 2013 to inspect N8326C. The Atlanta Air Salvage crew performed the following:

- 1). Removed the engine cowling assembly which revealed the separation of the dual ignition (magnetos) box and drive from the accessory case. This assembly is attached by two retaining clips ("ears") that are secured to the threaded studs by appropriate nuts. The lower stud was clean and undamaged, while the upper "ear" portion was missing. This led us to believe that the lower nut was not secured and/or worked loose. It could not be found. The upper retaining "ear" portion of the box failed, allowing the entire assembly to separate from the accessory case. When the system was dried and bench tested, it functioned normally.
- 2). Fuel was present in both fuel cells, the fuel servo, and "spider" fuel distribution unit on top of the engine. Fuel system continuity was demonstrated by application of compressed air through the fuel lines at each side of the fuselage at the wing attach point. There were no obstructions, with normal function on both sides.
- 3). Crankshaft, camshaft and valve train continuity was confirmed, along with compression in each cylinder (finger suction) by hand rotation of the crankshaft. No abnormalities were noted.

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No trees or animals were harmed in the production of this message, but a large number of electrons were terribly inconvenienced.