

Turner Aviation Inc.

Corinth, MS 38834

195AP INSPECTION REPORT

Upon arriving at the airport and locating the aircraft we first hoisted and jacked the aircraft to gain access to the fuel strainer and support the aircraft in a safe manner. After allowing the aircraft to remain level we removed the fuel strainer where a small amount of water was found. We also checked the fuel strainer screen which was found clean and free of contamination. We then swung the engine to gain access to the back of the engine. After doing a visual inspection we found that during the accident the R/H lower engine mount was broken in two places and the engine had shifted up and toward the rear of the aircraft enough to force the starter through the firewall. We also found the fuel supply hose bushing that screwed into the inlet side of the engine driven fuel pump was broken out of the back of the pump. We then removed the fuel pump and checked the fuel pump drive. It was found to be intact and working. We then rotated the prop and made sure the fuel pump drive turned. It turned as it should. We then spun the engine driven pump with an electric drill and poured fuel in the inlet port of the pump. The pump forced fuel out the outlet fitting as it should. After checking that the fuel servo was intact we took a fuel sample from the fuel supply line and checked the fuel selector valve. The sample was clean. The fuel selector functioned correctly in the L/H, R/H and off positions. We also checked the electric fuel boost pump. It operated normally. We then attached the fuel supply line that normally would run to the inlet side of the engine driven fuel pump directly to the fuel servo. After disconnecting all but one of the fuel injection lines from the injectors we operated the electric fuel boost pump to determine if there was fuel getting to the injectors. Fuel sprayed out of all the injector lines and there were no defects found. After inspecting all the fuel components we shifted our focus to the ignition system. With all the front spark plugs and giving them a good visual inspection no defects were found. We then turned the distributor on and spun the engine with the starter and checked to see if the spark was reaching the spark plugs. Spark was visually seen at several leads. This concluded our inspection.