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17 April 2020

Mr. Robert Gretz
Senior Air Safety Investigator
National Transportation Safety Board
Eastern Region Aviation

Mr. Gretz,

I have completed inspection and evaluation tasks you requested per your e-mail dated 19 March 2020. The following is a list of my findings in the order of your request.

- #1 Spark Plugs removed from the left and right engines. Photographed as requested.
- #2 Left and right crankshafts rotated. Continuity of valve train, and accessory sections of each engine were confirmed.
- #3 Strong thumb compression was detected on all cylinders left and right engines.
- #4 Inspected left and right induction systems, no blockages or obstructions found. Left engine RSA air box suffered severe damage during the accident but appears to have been functional and free of blockages prior to the accident.
- #5 8oz fuel samples were taken from each of the four fuel cells as well as the left and right engine fuel sumps. All samples were noted to be of the correct color and odor. No water or debris was detected in any of the six samples.
- #6 Left and right magnetos were inspected and then removed from each engine, no defects were noted on the initial inspection. Rotated each magneto at 420 rpm for ten seconds. All four magnetos produced satisfactory evidence of operation.
- #7 Left and right engine mechanical fuel pumps were removed and boxed for shipment using the provided pre-paid label. Right engine mechanical fuel pump s/n AA21526. Left engine mechanical fuel pump s/n AA21360.

I hope these findings are helpful. Please let us know if we can be of further assistance.

Regards,

A black rectangular redaction box covers the signature area, with some blue ink scribbles visible above it.

Brian Meadows
A&P – IA
DOM – Extreme Aviation, Inc.