

## **SUMMARY OF FINDINGS**

### **From Cessna -**

The aileron interconnect cable and left aileron direct cable exhibited tension overload signatures.

The right fuel tank finger screens and left fuel tank rear finger screen were removed and appeared clear of debris. The left forward finger screen was visual inspected in the tank and was clear of debris.

The fuel selector valve and handle assembly were separated from the aircraft structure and the fuel selector handle position placard could be rotated about the shaft.

The aircraft's left fuel cap was not vented; the right cap was vented.

The engine was partially fragmented and could only be partially rotated do to impact damage. The oil screen was clear of debris. The throttle body was fragmented.

The left magneto produced interment spark on some leads when rotated with a drill motor. The right magneto was fractured into multiple pieces. The right magneto impulse couple functioned when rotated by hand.

Propeller blade 1 was straight with chordwise scratches and some twisting. The tip of blade 2 was bent aft 90 degrees. The tip exhibited leading edge gouges and chordwise scratches.

### **From Continental Motors -**

The inspection of this engine did not reveal any pre-impact anomalies that would have prevented its ability to produce rated horsepower.