

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24LA011

WRECKAGE EXAMINATION SUMMARY

February 21, 2024

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A. ACCIDENT

Location: Ocala, FL
Date: February 21, 2024
Time: 1050 EDT
Airplane: Tecnam P2010 N118T

B. WRECKAGE EXAMINATION SUMMARY

Daniel Boggs
National Transportation Safety Board
Daytona Beach, FL

C. SUMMARY

N/A

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site

N/A, not observed.

2.0 Airframe Examination

The airplane was first observed at the recovery company salvage yard. The wings were removed. All the instruments were removed and boxed up by the recovery personnel. The fuel selector off valve was tested by blowing air through the valve. No anomalies noted. The fuel filter was clean, and no debris was found. The filter housing was full of fuel.

3.0 Engine Examination

The engine was still attached to the airframe, however; the motor mounts were fractured in several places. The top spark plugs were removed and appeared to be normal wear. Thumb compression was observed on all cylinders when the propeller was rotated by hand. A lighted boroscope was used on all cylinders. The pistons, valves, and cylinder walls revealed normal wear for the number of hours on the engine. No anomalies noted. Engine continuity was established through the engine and to the rear accessory case by rotating the propeller. The magnetos were removed, and an electric drill was used to spin the magnetos. No spark was generated on either magneto. After about two minutes of spinning the left magneto at high rpm, the magneto started to intermittently work and then sparked normally on all cylinders after that. The right magneto never sparked. Both magnetos were opened for examination. Both magnetos had corrosion on the coils and frame. It appears to be from water ingress.

No other anomalies were noted with the engine.

Submitted by:

Daniel Boggs
Air Safety Investigator