

Communication Summary

June 18, 2020

Information from: David L Jones, High Point Claims



Summary & Factual Information: Mr. Jones provided photographs, a video, and gave corrections to notes in reference to an engine run performed by recovery personnel. All these items showed:

The airplane's wings were removed, and the disassembled airplane was taken to a recovery yard. Subsequently the sparkplugs were removed by recovery personnel and the plugs did not exhibit any anomalies that could not be attributed to water submersion. About 1/2 gallon of liquid consistent with water was recovered from each header fuel tank. No debris was observed on the fuel screen when recovery personnel removed it. The fuel manifold was disassembled, and no liquid was observed under its diaphragm. There was a rivet head lodged in the turbocharger impeller. However, there was no damage to the impeller blades, nor any scoring to the sidewalls. Once removed, the turbocharger impeller rotated freely when recovery personnel rotated it by hand.

The magnetos were dried out and a fuel can was plumbed to the airplane by recovery personnel for a test run of the engine. The engine was started, and it was operational during the test run.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator