

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Stinson Accident N97969
Date: Sunday, February 24, 2019 20:56:41

Good morning guys,

I had the opportunity to look at the wreckage of Stinson N97969. I also had a A&P mechanic with as well. We have found aircraft to have a Franklin 165 hp engine with a 220 Franklin crankshaft installed. I will attach photos and it hangs out ward inch and half out farther than a stock 165hp crank. I bring this to light as I'm not sure all dimensions of 220 crank is same as 165 crank. Also not sure this is a legal modification. I cant locate any service letters anywhere that indicate a legal installation.

The second thing we discovered by looking is the battery is a Fleet farm cheap lawn mower battery with 230 cold cranking amps versus a aircraft battery that is certified and 440 cold cranking amps as well as a sealed battery. Attached in photos you will see battery and corrosion of terminals as well as battery leaking water. Reason I bring up battery as that didnt help restart process as well as When I spoke to A&P and Bob Buzzel previous airplane owner the IA said he wouldn't of signed off a annual with an illegal battery. Bob admitted to installing that battery. By looks of it IA never checked at Annual the battery as well. Makes me question if annual was a pencil whipped annual.

The last think we discovered was 220 Franklin intake tubes on the Franklin 165 engine. I will attach photos of the manuals that shows the size of the 165 as well as 220 tubes. It clearly states in manual that is NOT to be done. I firmly question that functionality of that intake on the 165 Franklin. There is no engineering data to prove if more air in engine is balanced and fuel air is correct as well. Not to mention the carb heat not being the same effectiveness as more cold air is being forced into engine.

We also noticed the air cleaner wasn't see thru and had black spots on it. I will attach photos of it as well.

I wanted to share our findings as we feel they may have severe impact of the engine performance and functionality.

Please feel free to contact with further questions if desired.

Thanks,
Scott Severson

[REDACTED]