

Inspector Statement

On 07/14/2020, I travelled to Rantoul, KS to the Dodson International location to examine an aircraft engine Continental IO-470-N serial # CS-95575-2-N. Installed on N1258Z. Bonanza Model N35 serial # D-6712. Mr. Peter J. Basile, Senior Air Safety Investigator from Textron Aviation assisted with this inspection.

The aircraft wings and tail surfaces were removed for ease of transport to Rantoul, Kansas. An attempt to detect fuel in the wings was accomplished. No fuel was present. A small sample of fuel was taken from the fuel gascolator located on the bottom of the fuselage beneath the pilot seat. It was examined for color, debris and water. No contamination noted.

The engine was found with all major components installed. Engine control continuity was verified. Smooth operation throughout the full range of travel. All 6 cylinders exhibited compression when propeller was rotated in a clockwise direction. Removed all valve covers to expose the intake and exhaust valves. All of the valve assemblies were intact and undamaged and turned freely. The crankshaft bearings did rotate freely and smoothly. Oil level was approximately 8 qts.

An inspection of the ignition system found the correct magnetos installed for the engine. Both magnetos were removed from the engine and an operational test was performed. Left magneto operation was normal, producing a spark on each lead. Right magneto operation was unsuccessful. No spark was produced on any lead. All spark plugs were inspected. 9 Champion RHB-32E and 3 Part # BG341-1. The tips of the spark plugs were light in color and the electrode gap was in excess of the manufactures recommended gap for the 9 Champion spark plugs. The 3 BG spark plugs electrode gap could not be verified.

Inspection of the propeller showed minor damage to both blades. One blade was backwards from its normal operating range. The other blade was bent slightly backwards due to a windstorm flipping the aircraft over after the accident. No damage to the hub assembly was noted. Removed propeller governor for analysis due to the pilot statement stating he of lost thrust.

Both Magnetos with the harness and the propeller governor is being investigated further. When we have the results, an amendment will be made to the report.

This concludes this statement.

Thomas J. Davis, ASI

Kansas City FSDO