



Joshua Lindberg
Senior Aviation Accident Investigator
Aviation Safety

Date: August 7, 2023

Subject: CEN22FA011

Contact: Chad Dawson, mechanic

On October 11, 2021, at 0857 mountain daylight time, a Beech 58TC airplane, N6748V, was destroyed when it was involved in an accident near Mesa, Colorado. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Mr. Dawson was asked to describe what he remembered about the accident airplane and pilot. He stated that the owner (who was also the accident pilot) didn't care what it cost to maintain or fix things on the airplane, and he just wanted them fixed. Cost did not seem to matter to him at all. He stated that at their maintenance facility, during final inspections, they have two set of eyes on every airplane. They complete a final wrench down that is done by 2 mechanics to ensure everything is looked over well. They leave the engine cowling off and wait to wash the airplane in case anything needs to be done or any issues are found during the ground runs.

When asked about the right propeller governor discrepancy, he probably wrote left instead of right, and it was just a mistake on the paperwork. He believes that he worked on the correct propeller governor. Can't think of any reason he wouldn't have actually worked on the right engine since it was the one that needed the new gasket. He was not sure how the propeller governor wouldn't have been torqued after it was reinstalled. He was also not sure how the turbocharger oil lines and other loose fittings could have happened since he did not remember working on those fittings.

Toward the end of the year (2021) there were several accidents around Delta, but doesn't remember any distractions when they were actually completing the annual inspection on the accident airplane.

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Contact: Ron Widner, Mechanic and IA

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Mr. Widner stated that the airplane owner didn't care what the maintenance costs were, and he just wanted the airplane fixed right. He was a very meticulous owner. The airplane was a very good airplane when it came in. They had done 3 total annual inspections on it that he remembered.

They had a series of accident right in a row about the same time as this annual inspection was happening. A skydive plane (fuel starvation), Stearman (aerobatics flat spin), then this accident.

When asked about the several loose nuts and fittings on the right engine, he was not sure how those would get passed them during the annual inspection sign off. Typically they go back through a second time to review the airplane to ensure that everything is reinstalled correctly. He doesn't know why the turbocharger lines or fuel rail would have been taken apart or loosened for the annual inspection because there were no related discrepancies.

With regard to the right propeller governor discrepancy, it's possible that the mechanic (Chad) accidentally wrote the LEFT when he meant RIGHT. The propeller governor bolts are hard to get to, but he was not sure why they weren't tight.

Another mechanic, Steve, did some work on the airplane too, but nothing on these areas of concern.

After the annual inspection, they completed a ground run for both engines with no leaks noted. They suggest to pilots that they take a post maintenance test flight but they can't force them to.

They waited to complete the actual sign off for the annual inspection until the next month (October) since the pilot wasn't going to be flying it until then.