



Examination Summary

NTSB ACCIDENT NUMBER: CEN22LA255

AIRCRAFT REGISTRATION/AIRCRAFT TYPE: N5895Q, Mooney M20E

ACCIDENT LOCATION: Stillwater, Oklahoma

Date of Exam: 09/08/2022

Post-Accident Examination Summary

On September 08, 2022, the airframe and engine of N5895Q was examined at Dawson Aircraft Inc. Present for the examination was the NTSB investigator-in-charge and an air safety inspector from Lycoming Engines. The following findings are from the exam:

Airframe:

The fuselage was relatively free of impact damage. It was separated along rivet lines during recovery. When the engine cowling was removed, the air induction coupling (Mooney Part No. 600115-3) was found to be wrapped in grey tape.



Photo 1: Induction Coupling



Photo 2: Induction Coupling



Photo 3: Induction Coupling



Photo 4: Induction Coupling



Photo 5: Induction Coupling



Photo 6: Induction Coupling

Engine:

The engine was removed from the airframe during recovery with all engine controls documented prior to removal. The engine was relatively free of impact damage. Of the 3 propeller blades, the top blade tip was curled forward and the remaining two were slightly curled aft at the tip.



Photo 7: Engine and Propeller

The spark plugs were removed and found to be unremarkable. The fuel distribution manifold was opened and also found to be unremarkable. The magnetos were removed from the engine and turned using an electric drill. All leads produced a bright blue spark.

When the propeller was rotated by hand, strong thumb compression was noted on all cylinders.

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