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Subject: CEN23FA139, Record of Examination
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The accident site of N2061K was located at: 33°29'59.40"N / 101°49'12.78"W, about 0.65 nm and 330° from the departure end of runway 35 of Lubbock Executive Airport (F82). The aircraft came to rest on a tail to nose head of approximately 253°. The aircraft location had an altitude of approximately 3,193 ft msl. The aircraft was in a fallow and relatively flat cotton field, which was surrounded by similar fields. Investigators were able to drive over the field to the accident site. The major components of the airplane were accounted for at the accident site.

Flight control continuity from the aircraft control surfaces to the cockpit controls was confirmed.

The landing gear was in the retracted position.

The left cockpit fuel selector handle sustained impact damage and was bent aft between OFF and CROSSFEED positions. Disassembly of the left fuel selector assembly revealed the valve gear was in the OFF position. There was no evidence the control cable from the cockpit fuel selector to the wing fuel selector valve had been pulled from impact.

The right cockpit fuel selector handle sustained impact damage and was bent aft between the ON and CROSSFEED positions. Disassembly of the right fuel selector revealed the valve gear was pulled by the control cable from the assembly to the wing fuel selector valve beyond the OFF position.

A June 20, 2023, post-accident examination of the wreckage was performed at Air Salvage of Dallas, Lancaster, Texas.

Damage to both propellers was due to impact forces. The left propeller exhibited damage consistent with the propeller at or nearing the feathered position with low/no power. The right propeller exhibited damage consistent with rotation at higher power and at a blade angle consistent with takeoff/climb power.

The left propeller preload plates had fork contact marks in the high pitch/feather range while the right preload plates had deeper fork contact marks in the low pitch range.

Examination of the left and right engines revealed no mechanical anomalies that would have precluded engine operation.

The left and right engines did not exhibit internal component failure. The left and right engines were rotated by hand through several rotations at the accessory section that confirmed thumb compression through the top spark plug holes, valve and drive train continuity, and valve lift.

The left engine's right side magneto was rotated through using a hand drill and an electrical spark from each lead was present. An electrical spark from the left side magneto could not be produced due to accident related thermal damage.

The left engine turbocharger compression impeller was consumed by fire. The right engine turbocharger compression impeller blades displayed rotational features of bending.

The fuel flow transducers for the left and right engines did not contain debris. The left transducer contained fuel at its inlet.

The left fuel distributor valve diaphragm was pliable and actuated by hand. Spring tension was felt, and suction and expulsion of air was heard/felt. The valve contained fuel. The right fuel distributor valve was disassembled, and the internal valve was thermally damaged.

Bench testing of the engine accessories could not be performed due to accident related damage.