

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN23LA388

EXAMINATION SUMMARY

September 9, 2025

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A. ACCIDENT

Location: Wichita, Kansas
Date: 8/30/2023
Time: 1314 CDT

Airplane: N9663X

B. EXAMINATION SUMMARY

FAA Inspector Robert Nash
FAA, Wichita FSDO
Wichita, KS

FAA Inspector Ezra Olson
FAA, Wichita FSDO
Wichita, KS

Party Coordinator Casey Love
Textron Aviation
Wichita, KS

C. SUMMARY

The airplane was inspected by the FAA inspectors and an investigator from Textron Aviation. The following was observed during the examination:

- There was no evidence of a fire or an external oil leak observed
- According to the FAA, an undetermined amount of fuel was drained from the left-wing bladder tank. The right wing was full of fuel during the examination. All wing and header tank sump drains were sumped during the examination. The collected fuel was blue and clean. The main fuel strainer contained slight debris and fibers. The left fuel bladder appeared to be pliable and in place. Wrinkles were not observed in the lower surface of the bladder. The right bladder could not be observed due to the presence of fuel. Monarch fuel caps were installed. The gaskets exhibited light cracks but were supple.
- A fuel line fitting that extended from the engine driven fuel pump to the mixture valve was found loose and moved freely when slight finger pressure was applied. Blue staining was evident in the fitting location.
- The fuel injection mixture control valve screen contained substantial debris and fibers. Light could not be viewed through the screen.

- All fuel injection fuel hoses appeared in new condition. The fuel vent system was intact and not examined. The electric fuel boost pump was not operated during the examination. The fuel selector was noted in the off position.
- The airframe and engine instruments were digital; no readings were documented.
- The nose landing gear and left main gear were impact separated from the mounts. The right main gear was partially separated and displaced aft.
- The aircraft key was inserted into the ignition switch and tested in the OFF, LEFT, RIGHT and BOTH positions by turning the propeller and observing sparks at the spark plug leads. The switch functioned normally.
- The top spark plugs were removed and examined. All spark plug leads produced spark when the propeller was rotated. Each engine cylinder produced suction, and compression when the propeller was rotated, and the spark plug hole was covered with a thumb. The removed plugs exhibited a dry black sooty appearance consistent with an overly rich fuel mixture.
- The dipstick was removed to observe the oil level. Approximately four quarts of oil was indicated.
- The outer fourth of blades A and B was bent aft approximately 45 degrees. Neither blade exhibited S bending, leading edge scoring or gouging. The cambered side of each blade exhibited polishing at the bent section.
- The engine driven fuel pump was retained by the FAA inspector for potential analysis.
- The fuel flow sensor was found to be installed at the airplane firewall at a location that placed it between the airframe mounted electric boost pump and the engine mounted mechanical fuel pump. Its wires were facing up and the flexible fuel lines connecting it were unsupported.

Submitted by:

John Brannen
NTSB IIC