

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN24LA328

N526FC - AIRFRAME AND ENGINE EXAMINATION REPORT

September 27, 2024

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A. ACCIDENT

Location: Telluride, Colorado
Date: July 20, 2024
Time: 1339 Local Time
Airplane: N526FC, Hawker Beechcraft Corporation, Hawker 900XP

B. N526FC - AIRFRAME AND ENGINE EXAMINATION REPORT

IIC Mike Hodges, aviation accident investigator
National Transportation Safety Board
Aurora, Colorado

Party Coordinator Ernest Hall, senior air safety investigator
Textron Aviation
Wichita, Kansas

Party Coordinator Allison Kaplan, air safety investigator
Honeywell Aerospace Technologies
Phoenix, Arizona

C. DETAILS OF THE EXAMINATION

1.0 Follow-up Examination

The airplane was recovered from the accident site (near the departure end of runway 27) at the Telluride Regional Airport (TEX), Telluride, Colorado. The airplane was moved to a ramp near the various hangars at TEX.

The airplane was examined on the ramp at TEX. Present during the follow-up examination work were members from the NTSB, Textron Aviation, and Honeywell Aerospace Technologies.

2.0 Airframe Examination (Hawker Beechcraft Corporation, Hawker 900XP)

The airframe serial number is HA-0015.

The airplane sustained substantial damage to the lower fuselage.

Flight control continuity was established for the airframe.

The flaps were found at the fully retracted setting (zero degrees). The handle and the indicator in the cockpit were found at the zero-degree position.

The aileron and rudder trim position indicators were found at the neutral position. The elevator cockpit trim indicator was found at the center (25 degrees) of the green takeoff range band (the range is from 15 to 35 degrees).

Due to the nose landing gear being pushed up into the lower fuselage during the accident sequence, this caused damage and binding with the HP and LP controls in the cockpit.

The power was turned on. The cockpit warning lights were tested with no anomalies noted. At the time of the accident, the left wing fuel tank had 4,005 pounds of fuel onboard and the right wing fuel tank had 4,085 pounds of fuel onboard. There were no extended circuit breakers observed in the cockpit.

There were no anomalies noted with the two cockpit seats and the two restraint systems.

Airframe to engine control continuity was established.

The hydraulic system sustained impact damage and hydraulic fluid leaks were observed on the nose landing gear and on the ground near the nose landing gear. The hydraulic fluid level and hydraulic pressure could not be verified due to the damage sustained.

The left and right main landing gear tires were all punctured from the impact sequence.

The right and left wing fuel tank caps were found installed in their fill ports. Fuel samples for the left wing fuel tank and the right wing fuel tank were obtained. Both samples contained a clear liquid with no visible contaminants. Both samples were checked with water finding paste, and no signs of water were observed.

No fuel leaks were observed on the airframe.

There were no signs of a bird strike or an obstacle collision with the airplane.

The airplane weight and balance records were documented.

The cockpit voice recorder was removed, and it was transported to the NTSB Vehicle Recorders Laboratory in Washington, District of Columbia.

The Honeywell EGWPS unit was removed, and it was transported to Honeywell in Phoenix, Arizona.

There were no signs of any preimpact mechanical malfunctions or failures with the airframe that would have precluded normal operation.

3.0 Engine Examination (Honeywell Aerospace Technologies, TFE731-50R)

The airplane was equipped with two turbofan engines.

Left Engine
Model: TFE731-50R
P/N: 3060090-1
S/N: P122137

Left Engine DEEC
P/N: 2118882-5001
S/N: 47-BF0038

Left Engine Fuel Control
P/N: 3070800-39
S/N: 18808 (last digit could be a 6)
Fuel Control PLA as found: 0 degrees
By manipulating the cables in the rear equipment bay, the fuel control PLA ranged from 10 degrees through 120 degrees but could not be moved beyond that.

Right Engine
Model: TFE731-50R
P/N: 3060090-1
S/N: P122135

Right Engine DEEC
P/N: 2118882-5001
S/N: 31-AF0213

Right Engine Fuel Control
P/N: Not recorded
S/N: Not recorded
Fuel Control PLA as found: About 20 degrees
By manipulating the cables in the rear equipment bay, the fuel control PLA ranged from 0 degrees through 60 degrees but could not be moved beyond that.

No visible fluid leaks were observed with both engines.

Fuel samples from the left engine and the right engine fuel filter were obtained. Both samples contained a clear liquid with no visible contaminants. Both samples were checked with water finding paste, and no signs of water were observed.

For the inlet and exhaust sections of both engines, EMAS debris was found throughout both areas.

A video was obtained from TEX airport operations staff showing both engines operating after it came to rest after impacting the EMAS area.

The two Honeywell DEEC units were removed and were transported to Honeywell in Phoenix, Arizona.

There were no signs of any preimpact mechanical malfunctions or failures with the two engines that would have precluded normal operation.

4.0 Maintenance Records Review

The airframe and engine records for the last five years of maintenance work were obtained from the operator (digital copies).

The historical FAA airworthiness and registration records were retrieved.

Submitted by:

Michael J. Hodges
Investigator-In-Charge