

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN25FA006

ENGINE & PROP EXAM

February 6, 2025

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A. ACCIDENT

Location: Norfolk, NE
Date: October 7, 2024
Time: 1939 Local
0039 UTC
Airplane: Beech C99

B. ENGINE & PROP EXAM

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C. SUMMARY

Both engines and propellers were removed from the airframe at the accident site. They were moved to a secure facility for this examination. The examination took place at the storage facility from February 4-6, 2025.

D. DETAILS OF THE EXAMINATION

1.0 Left Engine

Left hand engine was partially disassembled and examined. The inlet case struts were found fractured. The gas generator compressor was distorted and the prop shaft was fractured. Compressor turbine (CT) blades found fractured and battered with rotational scoring on upstream and downstream faces. The power turbine (PT) blades were found fractured with rotation scoring on the upstream and downstream disc faces. The PT shroud rail had rub marks.

2.0 Left Propeller

The left propeller was examined and no preaccident anomalies were detected with the components. Damage and impact signatures were consistent with the propeller blades rotating at impact at an undetermined low power setting.

3.0 Right Engine

The right engine was examined, and no obvious defects were detected with the engine and components. Signature contained within the engine were consistent with the engine producing power at the time of the accident.

The gas generator compressor was distorted. The CT disc had rotational scoring on upstream and downstream faces. The PT blades were found fractured with rotation scoring on the upstream and downstream faces. The PT shroud rail had rub marks.

4.0 Right Propeller

The right propeller was examined and no preaccident anomalies were detected with the components. Damage and impact signatures were consistent with the propeller blades rotating and being driven at a high power setting, possibly near takeoff power.

5.0 Items Removed for Further Examination

The warning annunciator panel and caution/advisory annunciator panel were removed for light bulb analysis. The left-hand fire wall fuel shutoff valve was removed

for x-ray. The left engine's compressor turbine disc assembly was removed for further examination. All of these items were be submitted to the NTSB Lab and a separate reports were submitted to the docket of this report.

The left engine fuel pump and fuel control unit were removed and submitted to P&WC's lab in Canada. Under the auspices of the Transportation Safety Board of Canada, the units were unpacked and examined. No defects were noted with either system.

Submitted by:

Jason Aguilera
Senior Air Safety Investigator