



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

February 21, 2017

AIRFRAME / ENGINE EXAMINATION SUMMARY

WPR17LA059

This document contains 0 embedded photos.

A. ACCIDENT

Location: Bakersfield, California
Date: January 31, 2017
Aircraft: Beech E-55, N711YK
NTSB Investigator-in-Charge: Joshua Cawthra

B. DETAILS OF THE INVESTIGATION

1.0 Recovered Wreckage Examination

Examination of the recovered wreckage was conducted on February 21, 2017 at the facilities of Plain Parts. The left and right engines were separated from the wings and both wings were separated from the fuselage. The left and right fuel vents were found free of debris. All fuel caps remained in place and secure.

Examination of the airframe revealed that both the left and right aux fuel boost pumps were in the "off" position. However, photos provided by airport management shortly after the accident show the left fuel boost pump in the low position and the right fuel boost pump in a position consistent with off. The left-wing fuel boost pump was retained for further examination.

Left engine – IO-520-CB (8), s/n 1033161

The left engine was mostly intact. The starter and vacuum pump were separated from their mounts. Impact damage was observed to the y adapter, and both induction elbows. Impact damaged was observed to the exhaust. The fuel pump was removed, and the drive shaft rotated freely by hand. The drive shaft was intact and undamaged. The top spark plugs were removed, and the crankshaft was rotated by hand. Compression/suction was obtained on all 6 cylinders. Spark was produced on the upper 6 spark plug ignition leads. The engine was placed into a shipping box and will be sent to Continental Motors Inc. for further examination.

Right Engine: IO-520-C (7), s/n 267946-R

The right engine was mostly intact. The starter was separated. The left magneto rotated freely by hand amongst its attach point. Both securing nuts were found loose and not torqued. Corresponding impact damage above the left magneto was observed on the engine cowling. The top spark plugs were removed, and the crankshaft was rotated. Thumb compression and suction was obtained on all six cylinders. Spark was produced on the top spark plug ignition leads. The engine was placed into a shipping box and will be sent to Continental Motors Inc. for further examination.

Submitted by: Joshua Cawthra