

Tealeye Cornejo
Air Safety Investigator (Field)
AS-WPR

Date: June 27, 2023

Subject: WPR23LA175, Borescope Photographs

Contact: Tom Boyce, Mechanic, Yellowstone Aircraft

Mr. Boyce recovered the airplane and noted the following:

The left wing had an impact mark on it that appeared to be from the post it struck.

There were no ground impressions preceding the drainage ditch or the dirt berm adjacent to the drainage ditch that the airplane came to rest in. The airplane came to rest about 100 yards from the approach end of runway 22, just outside the airport boundary.

The rear engine propeller was observed in the feathered position. A large hole in the oil pan and cowling was also observed.

The front engine propeller bolts had sheared off and the propeller assembly separated from the engine crank shaft, which indicated to him that the front engine was producing power.

Observations from the inspections of both engines.

The cylinders from both engines were borescoped with parallel scrape marks on the interior of the cylinder barrels and corresponding scuff marks on the sides of the pistons. The aluminum alloy piston faces were eroded/melted away.

The damage to the rear engine prevented it from rotating and the engine-to-magneto timing could not be established. The No 5 cylinder was borescoped before removal.



Figure 1: View of the No. 5 cylinder rear engine

The front engine was able to be manually rotated, with mechanical continuity established. The engine-to-magneto timing was not established due to impact damage. The spark plugs for the front engine were removed and exhibited signs of an engine running lean.

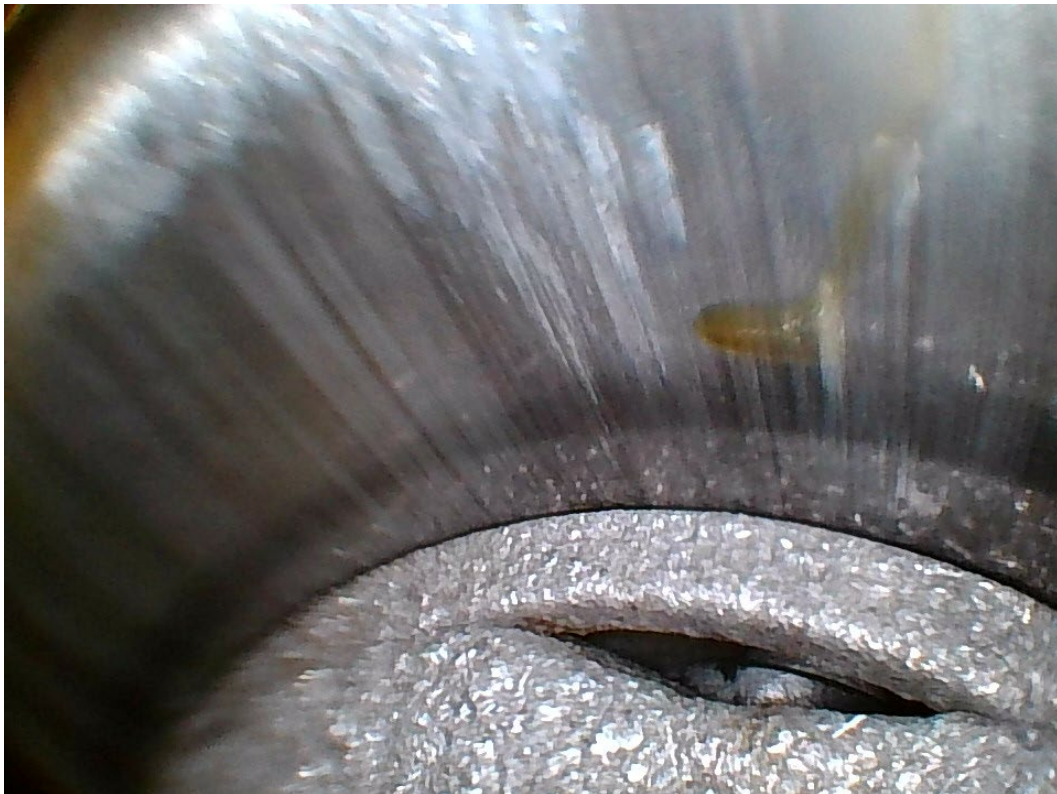


Figure 2: View of the No. 1 cylinder front engine