

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR23LA343

AIRFRAME AND ENGINE EXAMINATION

December 12, 2023

A. ACCIDENT

Location: Monticello, Utah
Date: September 13, 2023
Time: 1100 Mountain daylight time
Airplane: N10KP, Boeing A75N1

B. AIRFRAME AND ENGINE EXAMINATION

NTSB
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National Transportation Safety Board
Federal Way, WA

C. DETAILS OF THE EXAMINATION

1.0 Airframe and Engine Examination

Examination of the recovered airframe and engine revealed that the left main landing gear was separated, the upper and lower wings, vertical stabilizer, rudder, elevators, and horizontal stabilizer were removed to facilitate transport. Throttle and mixture control continuity was established from the rear cockpit controls to the engine. All fuel lines and fittings were found secure. No evidence of any fuel leaks was observed throughout the fuel system.



Figure 1: Recovered engine and airframe.

The front spark plugs were removed, and the propeller was rotated by hand. Rotational continuity was established throughout the engine and valve train and thumb compression was obtained on all 9 cylinders. The propeller was removed, and

the starter was engaged. Spark was obtained on all 18 ignition leads. The induction system was removed. Remains of high temperature cloth was found between the air filter and particle screen and appeared to have been in place for some time. No cloth debris was observed in the filter or induction screen.



Figure 2: Remains of the high temperature cloth in the induction system.

The carburetor remained secure to its mount. When the throttle was actuated by hand, fuel expelled from the accelerator pump port. The carburetor fuel screen was free of debris. Fuel samples from the airframe fuel filter, carburetor, and fuel tank was free of debris, and blue in color. The carburetor was removed and disassembled and found unremarkable.

The propeller was bent aft on both blades about mid span and exhibited some chordwise striations and polishing from about mid span to the tip .

No evidence of any preexisting mechanical malfunction that would have precluded operation and production of power was observed during the examination of the recovered airframe and engine.

Submitted by:

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