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Date: August 16, 2023

Subject: CEN23LA264 Carburetor Examination

On June 24, 2023, about 1130 central daylight time, a Beech B19, N9721Q, sustained substantial damage when it was involved in an accident near Scott City, Kansas. Following a postaccident examination, the carburetor was removed and retained for further examination.

The Federal Aviation Administration conducted a postaccident examination on July 6, 2023. The following was their notes from the exam:

- "Could not check engine compression – crankshaft was bent.
- Removed dash cover and verified continuity of cockpit control cables into engine compartment aft of firewall.
- Checked Carb heat control continuity – butterfly sustained damage during accident; cable actuation did not influence orientation.
- Removed Carb for analysis and breakdown.
- Spark plug leads removed and checked continuity to magnetos
- Magneto P-leads all connected and integrity verified
- Valve covers removed and checked / verified oil presence in each
- Oil level checked okay by dipstick with sample taken.
- Elevator and trim continuity checked okay.
- R/H elevator attach point sheared in clockwise rotation as observed looking down.
- Wings cut off after accident by first responders.
- Fuel sample taken from carb.
- Removed gascolator bowl – insignificant amount of fuel observed."

On August 16, the carburetor was disassembled. The fuel had been drained during the initial examination, so when the bowl was opened, it was absent of fuel. The floats appeared unremarkable and there was no debris present within the bowl.

When the screen was removed, a minute level of corrosion was present. It could not be determined when the corrosion started as there was a very minimal amount.

No other anomalies were present that would have precluded normal operation.

END