

**NATIONAL TRANSPORTATIONS SAFETY BOARD**  
**Office of Aviation Safety**  
**Washington, DC 20594**

**SUMMARY OF ENGINE/AIRFRAME EXAMINATION**

-- CEN21LA382 --

**A. ACCIDENT**

Location: Granbury, Texas  
Aircraft: N67CW

**B. PARTICIPANTS**

Craig Hatch  
Aerospace Engineer  
National Transportation Safety Board  
Denver, Colorado

**C. DETAILS OF ENGINE EXAMINATION**

A post-recovery examination was conducted at Air Salvage of Dallas, Lancaster, Texas, on Sept 1, 2021. The airplane wings were off the fuselage. The fuselage was placed on a trailer and strapped down for an engine run. A fuel canister and line were connected to the left wing's fuel system.

**D. SUMMARY OF ENGINE EXAMINATION**

**Engine** – Continental IO550-B, 300 hp

**Engine**

- Engine's top cowling had been removed.
- A visual inspection of the engine did not discovery any pre-impact anomalies
- The firewall and airframe structure under the engine, suffered impact damage.
- The airplane's 3-bladed propeller was damaged in the accident, so a replacement propeller was installed on the airplane.
- The airplane's (electric) master relay was damaged, so a work-around was developed
- The airplane was equipped with a JPI 700 engine monitor; the unit was downloaded prior to and after the engine test run.



Throttle body; engine controls connected.



Airplane strapped down to trailer, for the engine run, with a replacement propeller installed

- The electric boost pump was used to prime the engine with fuel.

- The engine started without hesitation or delay; however, the engine stopped a couple times, and the electric fuel pump was used to prime the engine. Once the air was out of the fuel line the engine ran without issue.
- Engine was allowed to warm up before advancing the throttle.
- A magneto check was performed
- The engine appeared to make rated power without any decrease in rpm or issues.



Engine gauges during the engine test run



Main fuel strainer, was clear with very little debris noted



Wing tank

- Both left and right wing fuel tanks were opened. Both fuel bladders appeared to be in good condition and no obstructions were found.

----- *end of summary* -----