



FIELD NOTES

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The accident airplane was located about 1 mile northwest of the Truth of Consequences Municipal Airport (KTCS), Truth or Consequences, New Mexico.

OVERVIEW

The wreckage was located in flat desert terrain with sparse vegetation. The initial impact point consisted of a crater with a diameter of about 3 feet with two faint outlines in the nearby soil consistent with the leading edge of the wings. The airplane's nose gear was broken from the nose gear strut and was imbedded in the soil on the outside of the crater. Impact signatures were consistent with a vertical impact along a 070° magnetic heading. Three feet northeast of the impact crater was the propeller which had impact separated from the propeller flange.

AIRPLANE EXTERIOR

The airplane's wreckage came to rest about 70 feet northeast of the accident site aligned with a general heading of 105°. It consisted of the engine, fuselage, both wings, and empennage. The engine was folded beneath the fuselage with the cockpit area resting on top. The empennage was folded towards the cabin just forward of the vertical fin. The leading edges of both wings displayed rearward accordion-style crushing. Flight control continuity was established from the ailerons, rudder, and elevator surfaces to a distorted area just beneath the cabin floor. Flap position appeared to be in the retracted or zero flap position.

AIRPLANE INTERIOR

The cockpit area was heavily distorted with the engine laying underneath the cockpit area exposing both sides of the instrument panel. A majority of the instrument panel was impact destroyed with many of the instruments unreadable. Of the instrument still readable, the following was noted:

The magneto switch was found in the both position.
The left main fuel gauge read 10 gallons.
The tachometer read about 2,800 RPM.
The Hobbs meter read approximately 5,666.4 hours.

In addition, both forward occupants' restraints were latched. The airplane's 121.5 MHz emergency locator transmitter (ELT) remained secured in its housing and was found in an activated condition. It was attached to the airplane's antenna, but no ELT beacon was received by the airplane that spotted the wreckage or at the airport's radio frequency. The wire connecting the ELT to the antenna did not appear to be kinked and the location of the wire's break could not be found. In the vicinity of the main wreckage, a 24-hour analog watch belonging to one of the occupants was found stopped at 0122 hours.

ENGINE

The engine was removed from the airplane and examined. The top spark plugs were removed and displayed normal wear signatures. Engine continuity and thumb compression was confirmed to all cylinders. Both magnetos were impact damaged and could not be tested. The propeller was documented and both blades displayed signatures of polishing, chordwise, and diagonal scratches. One blade had S-bending along its entire span. The other blade was missing several inches of the blade tip and was curled about $\frac{1}{4}$ span from the tip. No anomalies were detected with the airframe and engine which would have preclude normal operation.