



RECORD OF EXAMINATION

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Central Region

NTSB Accident Number: CEN16FA083

Narrative:

The airplane was about 0.5 nautical miles south/southwest of runway 36 in a wooded area. The tail to nose heading was about 040 degrees. The wreckage path through the trees had an approximate heading of about 050 degrees and was about 197 feet in length. The airplane was resting on its left fuselage side and on top of the left wing, which was folded over and oriented along the length of the fuselage. The airplane wings, flight control surfaces, and stabilizers were attached to the airframe. The wing flap cockpit control and the flap actuator were in the 20-degree positions. Flight control continuity from the control surfaces to the cockpit controls was confirmed.

There was no fuel smell or leakage at the accident site. Both wing and auxiliary fuel tank caps were intact and in their secure positions. There was no usable fuel in the wing fuel tanks. Approximately 8 ounces of blue colored liquid consistent in color with 100 low-lead aviation fuel was drained from the auxiliary fuel tank and about 1 ounce was drained from the airframe fuel strainer assembly. The fuel strainer did not contain debris. Removal and disassembly of carburetor showed that the carburetor bowl contained about 2 ounces of a liquid consistent in color of a mixture of oil and fuel. The remaining fuel from the auxiliary fuel tank, airframe fuel strainer, and carburetor bowl was tested for water using water sensing paste; the test showed no indication for the presence of water.

The propeller was attached to the propeller hub and engine. Both propeller blades did not exhibit S-shaped bending or chordwise scratches consistent with power.

The cockpit master/alternator switch was in the off position, and the magneto key switch was in the both position.

Throttle and mixture control continuity was confirmed from the cockpit controls to the carburetor. Examination of the engine confirmed the suction and expulsion of air through the top

spark plug holes after removal of the spark plugs and when the engine was rotated through by hand using the propellar. Continuity of engine to the accessory section and of the valve train to the accessory section was confirmed during engine rotation. Rotation of both magnetos produced electrical spark through each magneto lead.

An Adventure Pilot iFly multifunction display was recovered from the wreckage for download and sent to a specialist at the NTSB Vehicle Recorder Division for download.