



RECORD OF EXAMINATION

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Central Region

NTSB Accident Number: CEN16FA146

Narrative:

The airplane was in a field oriented upright with a tail-to-nose heading of about 130 degrees and was consumed by post-crash fire. The empennage was folded over forward and the left and right wing leading edges were crushed aft. The flap control mechanism was in a position consistent with flaps up. The elevator trim tab was about 16.4 degrees down. The flight control system exhibited separations consistent with overload throughout. The airplane nose/forward fuselage and both engines/propellers were embedded approximately three feet into the ground. Both propellers exhibited S-shaped bending/twist and chord wise scratching. The left and right propeller pistons had circumferential signatures consistent with blades angles of approximately 18.6 degrees and approximately 15.5 degrees, respectively.

The throttle quadrant's left throttle control was in the forward position and the right throttle control was about the mid-position. The condition lever, located to the right of right throttle control, was in the forward position.

Post-accident examination of both engines revealed no mechanical anomalies that would have precluded normal operation. Both engines exhibited impact damage with the ground and were unable to be rotated through the propeller shaft. Both engines exhibited engine rotation and operation at the time of impact with the ground. Both engines displayed bending of the first stage impeller blades in the direction opposite to impeller rotation and ground debris in the first stage of the compressor consistent with impact with the ground. Both engines had metal deposits on the turbine rotors and stators consistent with engine operation at the time of impact.

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