



RECORD OF EXAMINATION

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Participants: Christopher House; FAA Coordinator; Indianapolis FSDO

NTSB Accident Number: CEN17FA046

Narrative:

Post-accident examination of the airplane revealed that the airplane was oriented upright in a flat dirt field about ¼ miles south of highway 62 and Gun Club Road, about 17 nautical miles and 122 degrees from CUL. The power lines along Gun Club Road and trees adjacent to the field were undamaged.

The engine was separated from the airframe and was about 20 feet south of the airframe and in a ground scar the was constant in shape and length of the wing leading edge, which was oriented lengthwise north/south. The tail to nose heading of the airplane was approximately north/northwest. There was no evidence of fire or soot on the engine or airframe. Examination of the flight control system revealed that the wing flaps and both leading edge wing slats were retracted position. Flight control continuity was confirmed from the control surfaces to the cockpit controls.

The left and right wing fuel tanks were empty and the fuel lines from the tanks to the fuel selector and from the fuel selector to the engine were broken open. The fuel selector panel was damaged by impacted forces, and the fuel selector was positioned between the “left” and “both” positions. Both fuel tanks exhibited outward expansion consistent with hydraulic induced forces incurred from impact with an unknown fuel mass. There was an odor consistent with fuel present at the accident site.

The engine had the following markings on the crankcase: “GM” and “3819615”. The engine did not exhibit mechanical failure. Engine control continuity to the cockpit was confirmed thought overstress separations of those controls. The cockpit control positions could not be determined due to impact damage. Both propeller blades were broken off at the blade root and consistent with features of overstress.

The airplane was equipped with an MGL Avionics EFIS display and an SD memory card, both of which sustained impact damage. The display and memory card were sent to the National Transportation Safety Board (NTSB) Vehicle Recorder Division for download.

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