



FIELD NOTES

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NTSB Accident Number: CEN17FA164

During the course of the investigation the following observations were made:

This investigator arrived at the accident site on April 25, 2017. I approved the removal of airplane wreckage prior to my arrival to allow traffic on the road where the airplane had crashed. Upon arriving at the accident site I documented the accident site.

Accident Site

The airplane damaged power lines 0.45 nautical miles (about 2,735ft) from the runway. The height of the transmissions lines appeared to be about 70 ft above ground level (AGL). The resident power lines were suspended about 25 ft AGL. The lack of damage to a nearby fence suggests that the airplane collided with terrain in a nose low attitude. A divet was observed in hard packed soil on the shoulder of a two-lane road that ran east-west. Scuff marks began near the centerline of the road (about 10 ft from the divet) and continued to the area where the airplane came to rest. (about 20 ft from the divet). The smell of fuel was present at the scene the day after the accident.

Airframe and Engine Examination

The airframe and engine were examined in the pilot's hangar by this investigator, inspectors from the FAA FSDO, and a representative from Lycoming Engines.

Flight control continuity was established from the cockpit controls to the ailerons, elevators, and rudder. The fuel selector was in the right tank detent. The flap gauge showed flaps at the "TAKE OFF" setting. The left wing exhibited a damage and scuffing consistent with contact from a large gauge wire. The right wing was largely destroyed and shattered in multiple places. An unmeasured amount of fuel was in the left fuel tank. Collected in a container, the fuel appeared clear with a blue tint. It tested negative for the presence of water using a water-detecting paste. The right fuel tank was breeched, and an odor of fuel was present at the accident site the day after the accident. The propeller remained attached to the engine. All blades displayed chord-wise scratches and leading-edge gouges. The propeller nose cone exhibited a strike mark consistent with a large gauge wire. Examination of the engine was confirmed by turned the propeller by hand. All screens were clean of debris. No defects were noted with the turbocharger,

magnetos, or engine-driven fuel pump. The fuel injection nozzles were examined, and the No. 4 and 5 injectors were partially obstructed with an unknown substance. No anomalies were detected with the engine.

An empty bottle of hydrocodone, bitartrate, and acetaminophen, that was prescribed to the passenger, was in the wreckage.

Logbooks

The engines log book contained an entry for the last annual inspection dated January 28, 2017. The tachometer time was 1,899.6 hours for an engine time since major overhaul (incorrectly labelled at engine total time) of 669.3 hours. The airframe log book also contained an entry for an annual inspection also dated January 28, 2017, for a total airframe time of 1,899.6 hours.