



Memorandum of Record

Dan Baker
Senior Air Safety Investigator
Central Region

Date: 5/7/2020
Subject: CEN17LA082 Wreckage Examination

The NTSB did not travel to support this accident and relied on multiple sources to document the accident scene and the condition of the wreckage. A detailed examination of the flight control system and the engine were not conducted.

Federal Aviation Administration

The FAA inspector who responded to the scene reported the main landing gear and wheels were not in contact with the ground due to the airplane's nose being on the ground. He was able to spin both main wheels freely and there was no indication of ice or frozen slush on the brakes. He reported there was a spot on the left main tire where a small amount of rubber had been rubbed off, but it was not flat spotted. The flaps were in the "UP" position, the carburetor heat was in the "hot" position, and the throttle and mixture controls were full forward. The inspector reported the airplane was owned by a flight school and the pilot had rented it.

Al Plumley – Adjuster, Endurance American Insurance Company

Mr. Plumley provided photos of the airplane wreckage and inspected the tires and brakes. He stated the tires were in "new" condition, but flat spotted from braking. The brake rotors were in good condition but exhibited some rust from the elements. The brake pads had little wear.

Mr. Plumley provided a .pdf document containing 15 photos of the runway, accident scene, and wreckage. Two photos appear to be taken from a position on the runway about 300 feet from the departure end of Rwy 18, one looking north and the other looking south. Determination of the location on the runway and approximate measurements were made using Google Earth. No tire marks or skid marks are visible in the photos looking south. Several dark parallel markings are visible on the runway ending about 450 feet from the departure end of runway 18. The photo evidence is inconclusive as to the source of the markings.

A photo identified as the right main tire showed an area of the tread scuffed. Two photos identified as the left main tire show an area of the tire discolored with scratches in the tire oriented in the direction of rotation.

One photo shows the nose of the airplane and one propeller blade is visible. The propeller blade is bent aft about 90° and chordwise scratches and leading-edge polishing are visible on most of the blade that is visible.