



**National Transportation
Safety Board**

Memorandum For The Record

DATE: August 22, 2018

FROM: Courtney Liedler, NTSB IIC

SUBJECT: Details of Aircraft Wreckage Examination for N893JA

On August 22, 2018, the NTSB and Textron Aircraft completed a wreckage layout and examination at Air Salvage of Dallas, in Lancaster, Texas; the following notes summarize these activities.

Airframe

Impact Sequence and Airframe Structure

On-site photographs taken by the FAA and security video at the airport show the aircraft impacting terrain in a shallow angle with left wing low attitude. The aircraft came to rest upright in between taxiways in soft terrain heading opposite the direction of travel. The left wing had leading edge crush damage throughout the outboard section. Both wings were displaced forward. The empennage separated during the impact sequence and remained attached by control cables. All four corners of the aircraft were identified. All flight control surfaces were observed attached to the aircraft.

Airframe Systems

Flight control cable continuity was established from the control surfaces to the cockpit. The flap handle was observed in the full down position, and the flap actuator indicated a 30° flap setting.

The fuel selector handle and fuel selector valve were on "BOTH."

Cabin and Equipment/Furnishings

The seatbelt airbags for both forward seats were found deployed and cut by rescue personnel. The seatbelt in the aft seat was also found cut by rescue personnel. Both forward seat backs were observed removed. The forward seat bases remained in the seat tracks, but the frames were observed fractured. The aft seat base was intact with the seat back observed removed.

Instrument Panel

Most of the navigation and communication instruments were impact damaged with displays unable to be read. The altimeter displayed an altitude of 350' and the altimeter setting depicted 29.89 inHg.

Engine

The engine was a Lycoming IO-360-L2A, serial number L-34623-51E. The engine was not examined during the wreckage layout.

Propeller

The propeller was manufactured by McCauley. The propeller remained attached to the engine. Both blades were observed with tip curls and numerous leading-edge gouging and scratching.

Future Testing and/or Examinations

No pre-impact abnormalities on the airframe were noted during the examination. No further examinations or tests are scheduled.