

Communication Summary

June 26, 2019

Information from: Inspector Stephen C. Travis, FAA



Summary & Factual Information: Inspector Travis was asked to confirm the flight control continuity and advise on the extent of injuries to the airplane occupants. He, in part, reported that he did not know the full extent of pilot injuries at this time. He advised that another Inspector from the office will be contacting him for an interview once he is able.

The Inspector further reported that the right wing control cables were cut. All control surfaces were free moving and appeared to be connected but could not confirm if connections had continuity with control stick and rudder pedals due to damage. The aft control stick had been cut during the extraction of pilot. The propeller was able to be rotated, but a full rotation was not possible due to ground interference. There was a strong presents of fuel odor at the scene.

There was an eyewitness that lives next to the airport and reported that he heard the airplane coming in, looked up to see it, noticed that the airplane seemed low, then saw it hit the top of the tree, and then crash.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator