



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Airframe and Accident Site
Examination Findings
CEN20FA075
Chatham, Louisiana
February 6, 2020

Summary

Most of the fuselage, cabin, and cockpit were consumed by a post-impact fire. Functionality of flight instruments could not be verified due to the extensive damage. No pre-impact anomalies were found in the structure or flight controls.

Details

- The aircraft impacted terrain in an almost vertical nose down attitude on a southerly heading next to a commercial building. The engine separated from the fuselage and stayed next to the initial impact crater. Wing leading edge impressions were present in the soft dirt on either side of the impact crater. According to first responders, the aircraft initially came to rest with the left wing against the building and the aircraft sitting tail high. A post-impact fire then occurred which consumed most of the fuselage and the left wing.



Photo: Accident Site and Wreckage

- Both wing leading edges were crushed aft to the forward spar. All of the flight control surfaces remained attached to the aircraft. Both control columns separated from their quadrants. The left forward quadrant was partially melted by the post-impact fire and the left direct aileron cable had separated from the left forward quadrant. The right aileron direct cable was cut near the forward door post by first responders. The forward portion of the right aileron direct cable remained attached to the right quadrant on the firewall. The direct aileron cables and the carry thru cables were attached to their respective left-wing and right-wing aileron bell cranks.
 - The rudder and elevator cables were connected at the empennage. The rudder cables were connected to the rudder pedals. The elevator cables were separated from the cockpit control. The cable ends exhibited tension overload signatures.
 - The fuel system was mostly consumed by the post impact fire. The fuel selector handle was melted, and the valve exhibited evidence of heat damage. The position of the fuel selector valve was confirmed by shining a light through the selector.
 - The post-impact fire consumed the flight instruments. The G1000 data cards were not located.
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