

N969JM ASI STATEMENT

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Was notified that a SR22T had impacted terrain in the Lindale area at approximately 1430 local time. Was able to arrive on site at approximately 1630 local time. The pilot had been transported to a local hospital and the passenger had accompanied him. The aircraft was broken and hung up in a tree line with the rescue parachute being pulled by gusty winds. Both wings were broken at the spar root of the fuselage and folded back. The fuselage was broken just aft of the pilot seats and the wind was sawing it up and down due to the drag from the parachute. The site was deemed unsafe to approach and assistance requested from the local fire department to gain control of the chute. This was not accomplished until approximately 1930 local time.

Photographs were taken of the initial impact site approximately 1/4 mile away. A broken propeller blade was observed buried in the dirt at the impact point and the ground was saturated with fuel. A wreckage trail was observed all the way to where the aircraft currently rested and was photographed. Various pieces of fairings and cowls and parts from the cabin were found along this wreckage trail.

After the parachute was secured and the wreckage pulled away from the tree lines a preliminary inspection was performed of the wreckage. Photographs of the switchology and flight control positions were attempted but the destroyed condition of the wreckage made this very difficult. The switch was turned off for the ELT as it was still transmitting but this had no effect. The ELT was accessed from the right rear panel on the fuselage and was disconnected and removed. The SD cards from the MFD and PFD were removed.

Upon removal of the top cowling from the engine an inspection was performed for engine oil quantity as the bottom of the fuselage was completely oil streaked. None was indicated on the dipstick and no oil could be observed down the dipstick tube. No damage could be observed along the top part of the engine casing or cylinders (no holes or cracks or busted lines). The bottom part of the engine was inaccessible as it was resting in the ground. Moving towards the back of the engine it was observed the air conditioning belt going from the accessory drive to the air conditioning compressor was missing. The accessory drive pulley was wobbling on its shaft and it appears the bearing had failed. A video was made of these actions. Immediately below the accessory drive pulley is what is suspected to be an oil line routing down to the turbocharger wastegate valve. The orange insulation on this line appears to have been cut and the insulation had a black material transfer signature. It could not be observed on whether the line itself was cut. The wreckage was loaded onto two flatbed wreckers and taken to a local auto salvage yard. On Monday November 25th the wreckage was inspected at the salvage yard and the oil line removed for testing at the NTSB investigators request. The lack of tools and a formal site for observation precluded any further investigation at this time.