

Statement by FAA Inspector Todd J. Caruso regarding accident CEN20LA197

Day 1 - Arrived at accident site at approximately 0850 on Thursday, May 28, 2020 to assist IIC, Ops Inspector EAS (PTRS# [REDACTED]). Already on scene was a State Trooper from the Cambridge, OH Barracks. The Trooper was on scene overnight to secure the accident scene that occurred on May 26, 2020 at 1954 Z. The accident site is in a farm field at approximately 40° 1' 14" N / 81° 32' 9" W just east of downtown Cambridge, OH. The aircraft, a 1961 Beechcraft Model 35-A33 with one soul onboard crash-landed in a clump of trees and brush at the East end of the field.

Preliminary inspection showed no evidence that the aircraft contacted the ground anywhere other than point of impact. The aircraft is mostly intact and right side up and a slight nose down attitude. The blades on the three bladed propeller gave no indication the engine was running upon impact. The right wing of the aircraft made contact with a tree just O/B of the fuel bladder crushing the L/E aft into the wing spar. The top of the fuselage was peeled back from most of the cabin area (reported that First Responders had to cut some, but very little of area to extract pilot). Engine was still in the mounts and cowling pulled loose but lying on top of engine. There was an orangey colored substance on the nose cowling, top of fuselage and other spots (later determined to be pulp from trees). The empennage appears undamaged. The left wing is covered in heavy brush, but with what I can see it does not appear damaged. The nose gear is not visible, right main is down and appears locked; the left gear is forward of a large log and not visible. It was difficult to inspect the engine and engine compartment with aircraft in trees and brush, but I was able to confirm the engine has oil, which appeared to be fresh, and free of contaminants. There was fuel in both the left and right fuel tanks. The pilot seat remained intact and the STC installed shoulder harness held. EMS cut the harness to extract the pilot. The power and mixture controls were pulled aft to the cutoff position and the prop control was full forward. The fuel selector was selected to the left (L) tank position and after taking photos of selector, I turned the fuel selector to the off position.

The IIC coordinated with NTSB IIC to have aircraft recovered and moved to a secure location. Some further discussion with the State Police regarding witness statements wrapped up my day 1 (2nd day since accident) in the field on this investigation.

Day 2 - Met the FAA IIC at the accident site around 0920 on Friday, May 29, 2020. The aircraft recovery company was scheduled to arrive at 1000 local time. They arrived shortly after 1000 and made introductions. The plan was to pull the aircraft back into the field so a further investigative look could take place. Once pulled back we took more photos and worked with the recovery team lead to find clues. The recovery team had a lot of experience and pointed out the orangey substance on aircraft was from pulp of the impacted trees. There was a significant amount of fuel streaking down the right side of belly (bottom of fuselage) and minor streaking out of a louver on the right side of the engine compartment. Further investigation found a section of hose with broken fitting still attached at Fuel Control end. This short run of hose connects to a Fuel Flow Transducer then on to the Flow Divider. One of the B-nuts at the Transducer was loose. It is not apparent whether this was loose during flight or because of the impact and hose being broken away. There is no evidence of fuel streaking inside the cowling. Two of the rivet buck tails are colored blue, but cannot confirm it is from fuel (seems odd that only the rivets are stained). The aircraft has a three bladed propeller installed and it appears that it was not rotating on impact. One blade was folded up under the cowling that prevented rotation of the propeller however; we were able to move the prop a couple of inches each way and engine did not feel seized. The NTSB IIC asked if I checked the fuel injector lines. I looked all six-fuel injector lines and found all attached to the nozzles, but I did not check with a wrench to see if they were tight. There was no visible sign of fuel leakage at any of the nozzles.

I did not find any conclusive evidence on this visit. The recovery crew recovered approximately 16 gallons of fuel total from the left and right fuel tanks. Fuel in the gascolator was clean and so was

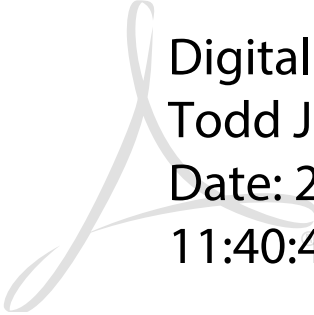
the fuel screen. Recovery crew using saws cut the aircraft into pieces and loaded it onto a flatbed trailer for transport to a facility near Nashville, TN. The State Police are still processing the witness statements and the IIC is obtaining any recordings from ATC. This wrapped up my Day 2 in the field.

Day 3 – Monday, June 1, 2020 I started researching logbooks for the aircraft. The aircraft was flying on a Special Airworthiness Certificate (Ferry Permit) as the result of a gear up landing at KOSU in February 2020. At my request (on day 1) my FLM requested a copy of the work order from both the Part 145 repair station (IKBR) at KOSU that worked on the aircraft and the Part 145 repair station (H5GR) that signed the inspection for ferry flight.

Upon reviewing the logbooks and work order packages, I found some entries that may lead to FAA enforcement action. To avoid any conflict, I informed the CMH FSDO Office Manager that I needed to recuse myself from any investigation of the repair station because I am assisting with an NTSB accident investigation and I am the PMI for IKBR. The Office Manager and my FLM initially assigned two Inspectors not associate with IKBR to investigate along with the PAI for IKBR. Later, the Principal Avionics Inspector (PAI) for IKBR took the place of one of the original two Inspectors.

I prepared this statement and it is true to the best of my recollection.

Todd
Joseph
Caruso



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