



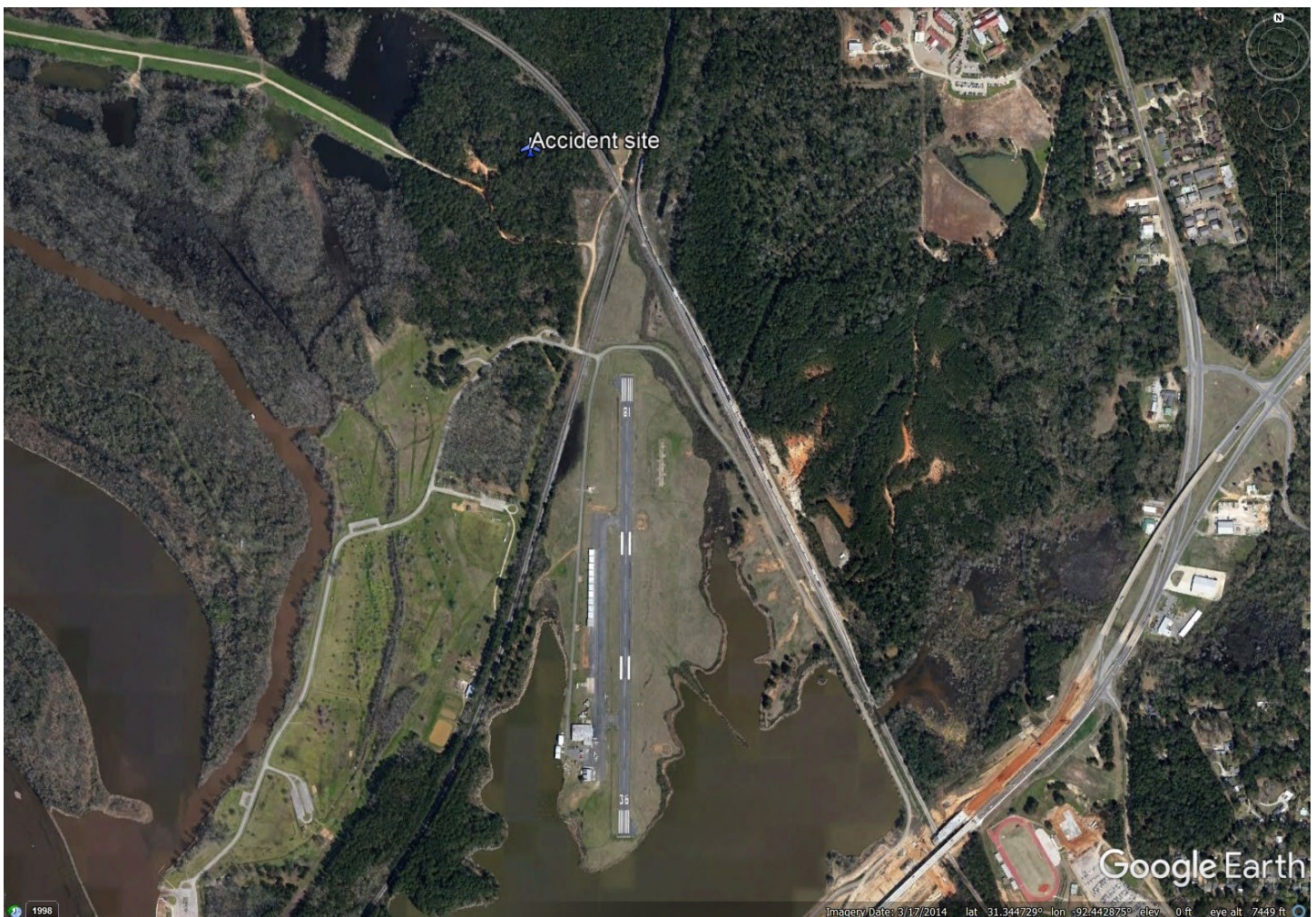
The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Airframe and Accident Site
Examination Findings
CEN20LA199
Pineville, Louisiana
May 31, 2020

The airframe examination was conducted under the supervision of the FAA at the accident site and a secure recovery facility. Findings reported to the NTSB IIC:

General Accident Scene

The accident site was in a heavily wooded area, about 1.5 miles from the departure end of runway 36 at Pineville Municipal Airport (2L0). After initial on-site examinations, the airplane wreckage was transported to a secure facility for further examinations. Several small trees showed cuts consistent with propeller blade contact.



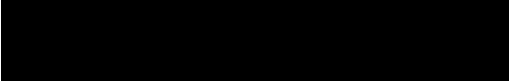
Overhead Image of Runway 36 and Accident Site

Airframe Examination

- The fuselage exhibited severe tearing crumpling and crushing of the cabin and forward fuselage sections. The instrument panel and firewall were crushed by impact forces. No pre-impact mechanical anomalies were found with the airframe. The cockpit was severely impact damaged.
- Flight control continuity was confirmed from the cockpit to all flight controls surfaces. The aileron cables remained attached to the chain segment in the cockpit and the turnbuckle was intact. The aileron cables were continuous from the chain segment to the wing roots. The stabilator cables remained attached to the bottom of the tee-bar and were continuous to the stabilator balance tube. The rudder cables remained attached to the rudder pedal torque tubes and were continuous to the rudder horn. The flap selector handle was observed to be “up” but was broken at the base near the ratchet mechanism. The ratchet bracket was impact damaged so that the flap handle was not in a detent position, and a flap setting could not be determined. Breaks in the flight controls were attributed to recovery personnel during extraction of the deceased and rescue of the surviving passenger.
- The fuel system exhibited severe impact damages, but examination did not reveal any pre-impact anomalies or restrictions.
- The left wing was separated from the fuselage and was partially connected by its aileron balance cable. The left wing exhibited leading edge crushing and chordwise tearing. The right fuel tank was ruptured. Some blight on vegetation was present under the wing. The aileron and balance cables remained connected to the aileron bellcrank. The aileron bellcrank was separated from its mount and pulled partially through the wing. The main landing gear remained attached to the wing.
- The right wing remained attached to the fuselage. The right wing exhibited impact damage to the leading edge along its entire span. The fuel cap was intact in the fuel filler neck opening. The right fuel tank was ruptured. Some blight on vegetation under the wing was present. The aileron remained attached to the wing. The aileron and balance cables remained connected to the aileron bellcrank. The main landing gear remained attached to the wing.
- The empennage was mostly intact. The stabilator remained attached and had been cut chordwise by emergency responders and recovery personnel. The rudder remained attached to the vertical stabilizer and the vertical stabilizer remained attached to the tail. The stabilator trim jackscrew was extended about 1-3/4” (~ 16 threads exposed) above the drum which corresponds to a full aircraft nose up trim setting.

No pre-impact mechanical anomalies were found with the airframe.

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