



MEMORANDUM FOR RECORD

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Date: 6/17/2021
NTSB Accident Number: CEN20LA271

FAA Examination Emails

An FAA inspector from the Oklahoma City FAA Flight Standards District Office traveled to the scene of the accident the day after it occurred with an air safety investigator from Textron Aviation to conduct the on-scene portion of the investigation. Following the site visit, field notes were sent to the NTSB investigator-in-charge detailing the following findings:

- Latitude: 35.154094°, Longitude -95.987796°
- The airplane came to rest at a field elevation of about 667ft
- Flight control continuity was assured of all control cables to their respective controls
- Flap handle indicated 10° of flaps
- Elevator trim actuator measured 1.5", which equates to about 6°
- Additional findings:
- Airframe:
 - The fuselage, wings, and tail remained intact. The tailcone was bent slightly upward aft of the cockpit. The cockpit roll cage fractured at the upper-left intersection of the vertical upright. The cockpit area was not otherwise reduced. It appeared the right fiberglass wingtip initially struck a utility pole just above the bottom power wire (about 25' up from the base of the pole), fracture separating it from the wing. A few small wood fragments from the utility pole were observed embedded under rivet heads common to the most outboard wingtip rib. The section of the aileron outboard of the outer hinge was folded aft. The upper and lower outboard wing skins exhibited wire striations. The lower surface of the wing skin outboard of the outer aileron hinge and the upper surface of the aileron skin in the same location were abraded through by the power wire as thought the

wire was between the aft spar and the aileron. The right wing aft spar was fracture separated approximately one foot outboard of the wing attach fitting and the wing was displaced in a forward direction. The engine was dislocated from the mount and folded aft underneath the fuselage into the spray hopper area.

- Fuel System:

- The aircraft fuel system was intact. The fuel bladder tanks were not breached. Fuel caps were observed installed. The four wing tank finger screens were free from debris. The fuel strainer screen was unobstructed but had slight debris that was similar in size to fine sand. The fuel control filter was unobstructed with slight debris. The inlet and outlet fuel line fittings were impact separated leaving the fuel filter exposed.

- Engine:

- The top and bottom spark plugs were removed from the cylinders and observed to be clean and exhibit normal wear. The engine was rotated through the accessory drive spline aft of the right magneto. The engine rotated smoothly. Engine crankshaft and camshaft continuity were verified by the buildup of cylinder pressure during the compression cycle on each cylinder. The valves were observed to move smoothly through the full range of travel.
- The induction system clamps and bolts were tight and did not exhibit preimpact anomalies. The left magneto produced spark on all leads as the crankshaft was rotated. The right magneto produced weak intermittent spark. Both magnetos were then removed and spun with an electric drill. The right magneto still did not produce a hot consistent spark. Both magnetos were then disassembled for examination. The left magneto was clean and free of moisture. The right magneto was dirty with light corrosion on the points and contained approximately 1 to 2 millimeters of water and condensation. Multiple ignition leads sustained impact damage through the insulation down to the conductor.

End of Record