



RECORD OF EXAMINATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

NTSB Accident Number: CEN21FA263

Person(s): John Brannen, Air Safety Investigator, National Transportation Safety Board

Date: June 15, 2021

Narrative:

General:

- The airplane struck trees south of the approach end of runway 36 at 51R. The first tree struck bordered the south side of Grant road which runs along the south perimeter of the airport.
- The initial tree strike was about 680 ft short of the approach end of runway 36 at 51R
- The height of the trees initially struck was about 50 ft.
- The airplane continued to the north and came to rest about 550ft from the approach end of runway 36.
- Many tree limbs were broken and several tree limbs, some up to 3 inches in diameter, exhibited clean "prop slash" cuts entirely through the limbs.
- According to the City Manager, the airport runway lighting is on from dusk until dawn.

Airframe:

- The fuselage was resting on its left side and was partially broken at the forward end of the cabin
- The windshield pillars had been cut by first responders to extricate occupants, and the roof pried upward relative to the fuselage.
- The tail surfaces remained attached to the fuselage
- Control cable continuity for the tail surfaces was verified from the cockpit controls to the tail surfaces
- All of the seats except the pilot seat were loose from their mounts at the floor but there was no visible damage to the seat clips or tabs that secure the seats to the floor.
- Several of the rear seat belts exhibited visible stretching of the fabric belt straps.
- The pilot seat belt was intact and the buckle was not latched. There was no visible damage to the buckle or belt.

- Both wings were separated from the fuselage at the root.
- The right wing came to rest next to the fuselage
- The left wing came to rest about 50 feet south-southeast of the fuselage
- Both ailerons remained attached to their respective wing panels.
- Both flaps were separated from their respective wing panels
- Both aileron control cables had breaks consistent with overload failure.
- The aileron balance cable had a break consistent with overload failure
- The 3 broken aileron cables were the only primary control system (Aileron, elevator, rudder) breaks identified.
- The flap handle was found in the flaps fully deployed position.
- The landing light was found and examined for filament stretch. No stretch was noted.
- The landing light switch was in the off position
- The rotating beacon switch was in the off position
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Engine:

- Engine supported by its lifting eye for the tests.
- There was no evidence of breaks or cracks in the engine case or cylinders.
- Engine was able to rotate after removal of the spinner cap and straightening of the spinner backplate
- Engine had about 6 quarts of oil still in it
- Top plugs removed and showed a worn but normal appearance
- Rocker cover were removed and rotation showed normal valve movement on all cylinders and valves.
- Thumb compression and suction was verified on all cylinders
- The magnetos both produced spark on all leads.
- The carburetor fuel screen was clean
- There was fuel in the fuel line leading to the carburetor.
- Mixture and throttle controls still attached to carburetor.
- No anomalies noted with respect to the engine.

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