



MEMORANDUM FOR RECORD

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Central Region

Date: 9/1/2021
NTSB Accident Number: CEN20LA055

FAA Examination Emails

FAA Inspector Robert Bennett of the North Texas FAA Flight Standards District Office traveled to the scene of the accident the day it occurred to conduct the on-scene portion of the investigation and returned the next day with a party member from Textron Aviation. The following are notes from the on-scene investigation:

- Lat N39.937167; Long W96.435830
- The airplane came to rest about 600 ft off the end of the Runway 35 at F46
- The aileron interconnect cable was connected between the two aileron bellcranks. The right aileron direct cable was found cut at the cabin door post and the attach point had separated from the wing aileron bellcrank. The left aileron direct cable remained attached.
- The rudder and elevator cables were traced from the empennage to the area of the fuel selector with the exception of the right elevator cable which was traced to the control yoke.
- The right wing was found separated into two pieces, at the flap/aileron split, lying on the left side of the aircraft. The leading edge of the right wing exhibited aft crushing damage and hydraulic deformation in the area of the right fuel tank.
- The left wing was lying flat on the ground. Wire strike marks were observed on the outboard two feet of the wing leading edge. The leading edge was crushed aft and bent up in this area.
- Engine compression and continuity was confirmed by rotating the propeller after removal of the top spark plugs. The rocker box covers were removed and valve operation was confirmed.

- The carburetor float bowl was approximately 1/3 full of blue fuel. No water was detected using water finding paste.
- Left and right magnetos produced spark on connected leads. Left magneto leads B1 and B3 pulled out. All right magneto leads pulled out except T1 and T5.
- Both propeller blades were loose in the hub. No evidence of wire contact was observed on either blade. One blade was curved slightly forward, the other blade was bent aft.

End of Record