



Memorandum of Record

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Date: 05/11/2021

Subject: CEN21LA204, N26783 Wreckage Examination Notes

AIRCRAFT INFORMATION

The aircraft was a 1940 J3C-65 Cub. According to its maintenance logs, it had been used as a crop spraying aircraft until 1980. In 1980, its fabric was replaced, the aircraft repainted, and a new engine and propeller were installed. Damage to the Aircraft The aircraft sustained substantial damage to its fuselage and left wing.

WRECKAGE/IMPACT INFORMATION

According to photos provided by the news media, the aircraft came to rest alongside the turf runway adjacent to a shed. The aircraft was recovered and transported to a storage facility in Baton Rouge, LA where the following observations were made.

Fuselage

The fuselage displayed damage to the forward cabin area, with aft crushing centered at the left side of the firewall and cabin. The instrument panel was buckled, and the instruments were impact damaged. The ignition switch was found positioned to both. The carburetor heat knob was found positioned to off. The fuel shutoff knob was found positioned to fuel on. The forward throttle lever was in the full power position, and the aft throttle was found in a mid-travel position. The tie rod between the two throttle levers was found to be deformed. The mixture knob was broken off, but the control cable was found to be positioned to full rich. The tachometer recording window read 1001.59. The primer pump was in and secure.

The ELT was found mounted to a bracket under the forward seat; it appeared free from damage and remained attached to the antenna coaxial cable. The ELT was found switched to the off position, and the ELT battery expiration date was December 2020.

The 12-gallon fuel tank remained in place between the instrument panel and the firewall and was crushed, though no openings were apparent. The fuel cap was impact damaged but remained in place within the tank filler. The tank contained no fuel, but some fine silt was noted on the

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bottom of the tank. The fuel shutoff control cable remained attached to the valve arm, and the valve was found in an intermediate position nearer to the fuel on position. The fuel valve was removed and no blockage was noted. The gascolator was impact damaged and displaced aft. The gascolator bowl was removed; the bowl and screen contained fine silt.

Though the aileron cables had been removed to facilitate transport, control cable continuity could be established. The control sticks remained in place within the cabin floor. The aileron control cables had been removed from the control torque tube to facilitate transport. The elevator control torque tube was impact separated from the aft control stick. The elevator cables could be traced through the empennage to the attachment clevises. The rudder pedals were impact damaged, however the rudder ties and control cables remained attached, and the control cables could be traced through the empennage to the rudder.

Left Wing

The left wing had been removed from the fuselage during recovery and displayed buckling throughout its structure. The wing struts remained attached to the wing and were bent. The aileron remained attached to the wing and appeared undamaged. The aileron control and balance cable remained attached to the aileron and could be traced to the attachment clevises near the wing root and lower end of the wing strut. An auxiliary fuel tank was found installed in the inboard wing, however its outlet was capped off and no fuel lines were installed.

Right Wing

The right wing had been removed from the fuselage during recovery and appeared undamaged. The wing struts had been removed from the wing and were bent. The aileron balance cable remained attached to the aileron and could be traced through the wing to an attachment clevis near the wing root. The aileron control cable had been removed from the wing and appeared undamaged, with attaching hardware present at both ends. An auxiliary fuel tank was found installed in the inboard wing, however its outlet was capped off and no fuel lines were installed.

Empennage

The empennage displayed some deformation to the left. The stabilizers and rudder remained attached and appeared undamaged. The elevators had been removed during recovery but showed no apparent defects. The pitch trim screw showed about three threads of extension, correlating to partial nose up trim.

Engine T

The engine remained attached to the engine mount. The engine mount was crushed aft and to the left. The engine crankshaft could be rotated by hand, and compression and suction were noted to all cylinders, with valve movement also observed. The spark plug electrodes were black in color. The carburetor bowl contained a greenish liquid with an odor of fuel; testing with Kolor-Kut water finding paste did not disclose the presence of water. Silt was noted in the bottom of the carburetor bowl. The magneto leads displayed areas of fraying. The magnetos displayed no obvious damage to their exteriors; however, the left magneto did not spark when the gear was rotated by hand.

Propeller

The propeller remained attached to the engine. One propeller blade was straight and free from any chordwise scraping, leading edge knicks, or attached debris. The other blade was bent aft about 30° and was caked with dried mud, however no chordwise scraping or leading edge knicks were observed.