



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Accident Site and Aircraft
Exam CEN22FA416
Waller, Texas
September 12, 2022

General

The accident occurred on airport property, adjacent to the approach end of runway 35. The runway and surrounding area were grass covered. Examination of the wreckage at the accident site showed that it impacted the ground in a left wing down, nose-low attitude. The orientation of the wreckage was consistent with a low-energy, impact. The wreckage debris was scattered about 75 feet from the initial impact point. The on-board ballistic recovery system (BRS) was found stowed and not deployed. The aircraft's collision with the ground was consistent with a low altitude stall. See photo 1.



Photo 1. Accident Site and Wreckage

Airframe

The front portion of the fuselage was mostly destroyed from impact forces. The empennage was partially broken away from the main body, but still attached by sheet metal and flight control cables. The cabin section was mostly destroyed from impact forces.

A Dynon MFP/PFD was secured from the wreckage. The display appeared to be undamaged and intact. The Dynon was removed and sent to the NTSB laboratory for download and engine analysis.

Flight Controls

Particular attention was made to the flight control system. All the flight control cables and rods had continuity from the cockpit to their respective flight control surfaces. All interruptions in the flight controls were due to impact forces. The flight controls had several bends and fractures (overload) throughout the system. All connections were accounted for and secure.

Engine Controls

All hardware securing the cockpit engine controls to the engine were found secure. The cockpit throttle control was in the full power position. The throttle valve on the fuel control unit on the engine was found in the full throttle position.

Engine/Propeller

The composite propeller blades were fragmented, consistent with engine rotation at impact. Fuel was found in the fuel distribution lines. The engine was rotated by hand and continuity from the propeller flange to the rear on the engine was established. No obvious preimpact engine anomalies were found. The propeller flange was broken and exhibited torsional twisting, consistent with rotation at impact.

Summary

No preimpact anomalies were found with the flight controls, airframe, or engine during the on-scene examinations.

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