



RECORD OF CONVERSATION

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Central Region

Date: October 15, 2022
Person Contacted: Mr. Keenon Wood (FAA Inspector)
NTSB Accident Number: WPR22LA008

Narrative:

During a telephone conversation with Mr. Wood he reported the following regarding the postaccident examination:

- The examination occurred with the airplane on a trailer at a salvage yard near Lake Travis.
- The carriage mast was bent forward from its lower attachment point just in front of the engine. The forward portion of the mast came to rest over the instrument panel and was slightly left of its centerline.
 - The carriage front tube was torn from the carriage mast but remained wedged on its attachment point. Its lower point remained attached to the carriage.
 - The front tube was crushed downward and toward the left. It sustained several bends beneath the keel and crossbar.
- The keel remained attached to the carriage mast, however, the forward attachment point bolt was fractured. Which is consistent with impact damage. The forward portion of the keel extended downward, and the nose plate came to rest just above the outer left edge of the left float.
 - The downtubes for the control frame remained attached at the keel and the sleeve remained intact.
 - The sleeve appeared to have rotated left side down.
 - The right side downtube extended upward and was bent downward about 6 inches from the sleeve.
 - The left downtube remained intact and extended down toward the left float.

- Most of the crossbar sleeve fabric was torn from the keel, but a strap remained around the keel.
 - The crossbar tubes remained secured to the crossbar sleeve; the point in the sleeve came to rest facing upward.
 - Both bars remained intact and extended downward from the sleeve accordingly.
- The aft portion of the keel (which extends aft of the carriage mast) was bent down about 90 degrees and came to rest against the left side of the carriage mast.
 - The crossbar tension wire remained attached at the aft keel.
- The Control Frame:
 - The control bar remained attached to the bottom of each downtube.
 - The control bar itself was arced in the middle.
 - The right side corner bracket remained intact.
 - The right side flying strut remained secured at both the corner bracket and the right side leading edge tube.
 - It came to rest in front of the cockpit just over the nose landing gear tire.
 - The left side corner bracket came to rest outside of the left float.
 - The left side flying strut, control bar, and front flying wire remained secured.
 - The rear flying wires remained attached to the aft keel and their respective corner brackets
 - The forward flying wires remained attached to the nose plate and their respective corner brackets.
 - The training bars:
 - The lower attachment point for the right-side training bar was separated.
 - The training bar came to rest facing forward (instead of aft).
 - The left side training bar was bent but remained secured on both ends.
 - It remained facing aft and came to rest on the outside of the left float.
- The nose plate came to rest just over the top of the forward portion of the left float.
 - Both leading edge tubes remained attached at the center nose plate.
 - The hardware remained attached.
 - The right-side leading edge tube was fractured and bent about midspan.
 - The left side leading edge tube remained intact.
 - The sail was torn chordwise from the nose plate directly aft.
 - The keel pocket was found disconnected from the keel.
 - The sail was hanging loose over the leading edge of the wing.
 - There were no obvious anomalies with the sail.
- The cabin area:
 - The metal cabin seat frames remained attached to the carriage keel.
 - The padded seats were not present.

- The instrument panel was crushed downward and flattened.
 - The key was not present in the ignition; however, the ignition was found in the “both” position.
- The choke and throttle assemblies remained attached at the carriage keel directly in front of the front seat.
 - Both handles were found in the off position.
- The two tubes that run between each float, and underneath the instrument panel, were bent upward on the left side.
- The forward portion of the left side float was bent upward, and the float leading edge was about a 40-degree angle.
 - The underside of the float was crushed upwards.
 - A paddle was attached to the upper portion of the left float.
 - The paddle handle remained attached to the float and the paddle portion came to rest between the left landing gear tire and crossbar tube.
 - The aft portion of the left float was crushed upward.
 - The left engine support tube was bent but remained secured at the left float and engine mount.
 - Three scoring marks were noted on the aft side of the left float consistent with propeller blade strikes.
- The forward portion of the right-side float was bent slightly downward.
 - A vertical crack was noted on the outside.
- The nose and main landing gear tires were found in the retracted position.
- The carriage keel was fractured just in front of where it meets the carriage mast.
 - The forward portion of the carriage keel appeared to be bent downward.
- The engine remained secured on its engine mount.
 - There were no visual signs of catastrophic anomalies with the engine.
 - The fuel filter was clear of debris.
 - No liquid was observed leaking from the engine.
 - Some clamps exhibited rust consistent with being submerged in water then exposed to air.
- The three composite propeller blades remained attached at the hub.
 - One blade was bent about 7 inches from the hub. It exhibited two leading edge dents with, what appeared to be, metal transfer marks.
 - The outer most dent also exhibited a red mark consistent with the color of the floats.
 - The tip of the second blade was fracture separated. The remaining outboard portion of the leading edge exhibited red transfer marks.
 - The blade tip of the third blade was wedged on the metal plate below the engine (which extends between each float).
 - The leading edge of the blade was crushed aft, and the face side of the blade sustained chordwise scoring and fracturing.
 - Three scoring marks were noted on the upper inboard corner of the left float.

- Mr. Wood shared the below photos:



Figure 1: Cockpit Area



Figure 2: An overview of the Keel.



Figure 3: Left side float and left side control corner bracket.

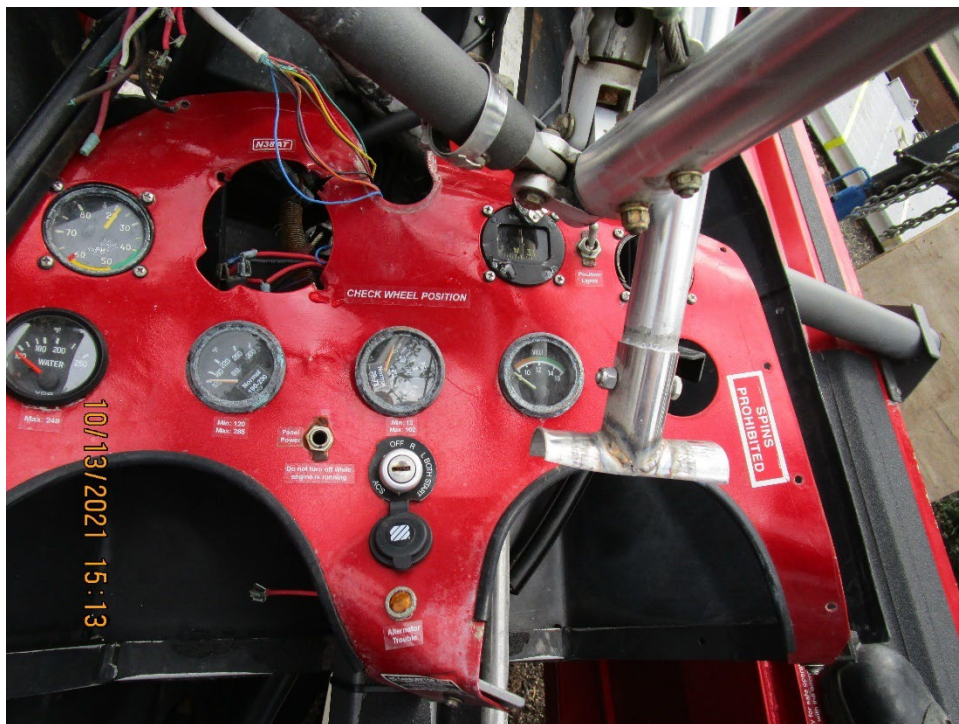


Figure 4: Instrument Panel



Figure 5: Throttle and Choke Assembly



Figure 6: Fracture in the Aft Carriage Keel (just in front of the Carriage Mast)



Figure 7: Forward Right side of Airplane



Figure 8: The Side of the Engine and Carriage Mast Bend

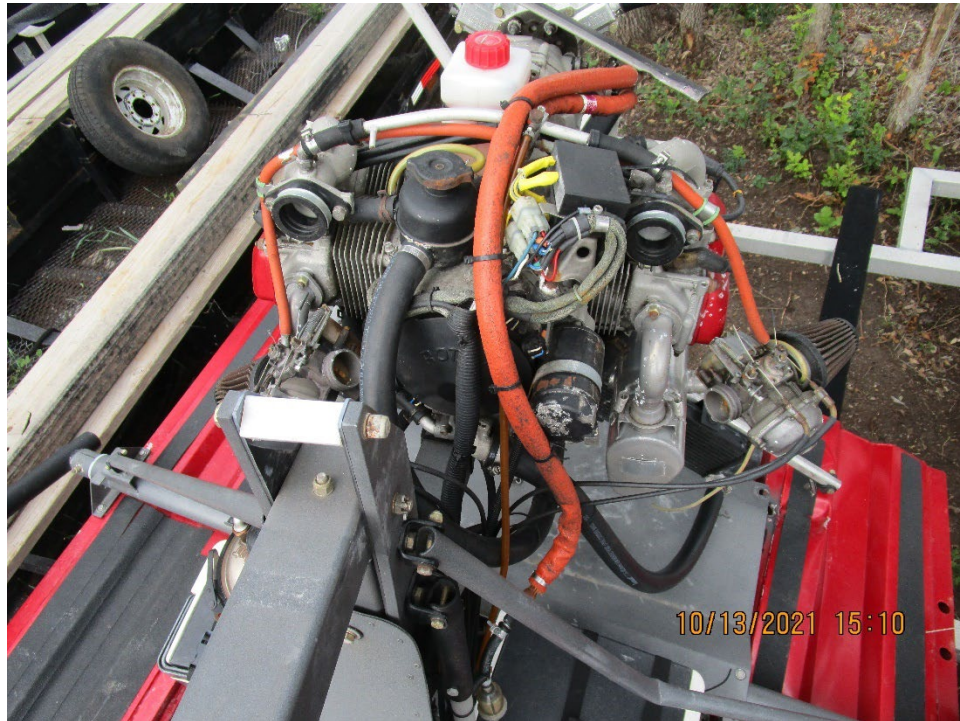


Figure 9: The Aft Side of the Pusher Configured Engine



Figure 10: One blade was Bent about 7 Inches from the Hub



Figure 11: The Tip of the Second Blade was Fracture Separated.



Figure 12: The Blade Tip of the Third Blade was Wedged on the Metal Plate Below the Engine



Figure 13: Score Marks on the Aft Left Float

END.

Submitted by: Samantha Link