

National Transportation Safety Board

Office of Aviation Safety

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CEN23FA173

WRECKAGE EXAMINATION SUMMARY

May 9, 2024

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A. ACCIDENT

Location: Ennis, Texas
Date: May 6, 2023
Time: 15:22 CDT
20:22 UTC
Airplane: Cessna 310D

B. WRECKAGE EXAMINATION SUMMARY

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C. SUMMARY

On May 6, 2023, at 1522 central daylight time, A Cessna 310D, N6798T, was destroyed when it was involved in an accident near Ennis, Texas. The pilot and front seat passenger were seriously injured, and the back seat passenger was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The airplane impacted a lightly wooded area about 1/4 mile southwest of the Ennis Municipal Airport (F41), Ennis, Texas. The impact path was on a heading of about 234° and a postimpact fire ensued. The airplane came to rest upright about 75 ft from the initial impact site on a heading of about 100°. Debris consistent with the right wing and right engine were found in between the initial tree strike and the main wreckage.

The right engine, with propeller still attached at the flange, was found about 30 ft southwest of the main wreckage. The main wreckage consisted of the fuselage, left and right wings, left engine, left propeller, and empennage. The main wreckage,

except for the right wing and empennage, burned due to postimpact fire. Except for the left aileron, which was consumed by fire, all primary and secondary control surfaces were intact and attached to the airplane, and control cable continuity was confirmed from each control surface to the cockpit.

On the left propeller, both blades exhibited chordwise/rotational scoring on the camber and face sides with bending and twisting damage. Both blades had wave bends on the leading edge. On the right propeller, there was chordwise/rotational scoring on the camber side of one blade. Blade damage included simple bending with no remarkable twisting or leading edge damage.

The propellers and engines were moved to a secure location for further examination.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The airplane impacted a lightly wooded area about 1/4 mile southwest of the Ennis Municipal Airport (F41), Ennis, Texas. The impact path was on a heading of about 234°, and a postimpact fire ensued. The airplane came to rest upright about 75 ft from the initial impact site on a heading of about 100°.

2.0 Airframe Examination

2.1 Fuselage

The fuselage remained mostly intact. Most of the fuselage was consumed by post impact fire. The structure forward of the instrument panel was fragmented and distorted.

2.2 Empennage

The empennage remained intact and relatively undamaged. Control cable continuity for the elevator and rudder were confirmed.

2.3 Wings

The left wing was mostly consumed by fire outboard of the engine nacelle. The left aileron remained partially attached and could not be tested for cable continuity. The left flap was partially consumed by fire but appeared to be in the retracted position.

The right wing was impact damaged but mostly intact. The right aileron remained attached and cable continuity to the cockpit was confirmed. The right flap remained attached and appeared to be in the retracted position.

2.4 Cockpit

The cockpit was mostly consumed by fire and instrumentation was fire damaged/destroyed.

2.5 Fuel/Fuel System

The left and right main fuel tank nacelles (located on the outboard side of each wing) were impact separated and fire damaged. Both left and right fuel selector valves were selected to the main tanks. Low pressure air was blown into the fuel selectors, and they were unobstructed.

2.6 Flight Controls

All flight controls, except for the left aileron because it was consumed by fire, were continuous from their respective surfaces to the control column and the rudder pedals. The flap chains were consistent with the flaps being in the up position. The elevator trim was measured to an equivalent of 6° tab down. The rudder trim actuator was measured at 1.25 inches, which is outside the normal range. The aileron trim was measured at 1.0 inches, which is outside the normal range.

3.0 Engine Examination

The left engine, with propeller still attached at the flange, was separated from the firewall and was found along the wreckage path. The right engine, with propeller still attached at the flange, was separated from the firewall and was found along the wreckage path.

4.0 Propeller Examination

Both propellers remained attached to the engines via the propeller flange. Both propellers exhibited rotation at impact. On the left propeller, both blades exhibited chordwise/rotational scoring on the camber and face sides with bending and twisting damage. Both blades had wave bends on the leading edge. On the right propeller, there was chordwise/rotational scoring on the camber side of one blade. Blade damage included simple bending with no remarkable twisting or leading edge damage. The left and right propellers were in a low pitch setting and neither one was feathered.

5.0 Pilot Information

In January 2023, the pilot became a certified multi-engine pilot. According to his logbook, he accumulated 13.9 hours in the accident airplane make and model.

6.0 Aircraft Information

The aircraft had an annual inspection in August 2022. The engines were signed off as airworthy at that time. The airframe was not signed off as airworthy and a list of unairworthy airframe items was given to the owner. The owner took the airplane to a second mechanic, and the unairworthy items were addressed. The airframe was signed off as airworthy in January 2023.

7.0 Meteorological Information

Visual meteorological conditions were present at the time of the accident.

Submitted by:

Laura Abraham
Air Safety Investigator