

RE: CEN24LA157: FAA IIC results



May 15, 2024, 2:59 PM

7 attachments - Expire: 1718427599000

Message body secured

Good afternoon,

Snyopsis:

Inspector Pietras and Behrend arrived on scene at 0800 Local and met with the Tippecanoe County Sheriffs Department. The office was collecting drone photos of the accident scene and surrounding areas.

The "DJI" labeled photos are from the Sheriff. Photo 0638_W hoes the best overhead image. On the bottom right corner you should be able to see the initial impact point. The wingspan approximates 38' from tip to tip. the nose to tail is approximately 18' long. We located the propeller, interior carpet, nose gear, portions of the cowlng, and some of the plastic components/cover plates that are located on the underside/belly of the Warrior.

The aircraft came to rest inverted approximately 70' from the initial impact. The heading from point to point registered about a heading of 350 degrees. Between the two points, we identified the starter, alternator, portions of the leading edge of the left wing fuel tank, right hand door, and interior trim. The debris field extended 200' beyond the initial impact point and was 80' wide.

First responders had moved some aircraft components to extricate the pilot.

Our findings are as follows:

We could not assess the engine due to damage. The prop had detached itself from the engine and the exposed cylinders were bent and damaged. What was there could not be turned by hand. The propeller was located at the initial impact point and is visible in photo IMG_9295. The photo is taken parallel to the imprint from the wing. Note that the impact crater is full of water. Closer examination indicated a nose low attitude about 30 degrees. The exposed blade of the propeller is bent forward beginning 18 inches from the tip. Inspection of the instrument panel had both the mixture control and throttle in the full forward position. The carburetor heat position could not be confirmed.

Inspection of the fuselage showed the following: Both tanks were ruptured and there was no presence of fuel or odor of fuel. The flaps were retracted. We tested the continuity of controls. The extrication process did not damage any of the control cables as we were able to visually see the cables for the rudder, stabilator, and ailerons. The ailerons were bent and could not be moved.

The leading edge of both wings were crumpled along the entire wing span consistent with the wings absorbing the impact at the initial impact point. The right wing was folded towards the aft the fuselage.

Field elevation using GPS is 733'. The condition of the field was very soft from the rain in the previous days.

 **7 attachments:**
Expires: Jun 14, 2024

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attachments
