



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: June 3, 2016
Subject: Wreckage Examination
NTSB Accident Number: ERA16LA200

According to Federal Aviation Administration (FAA) inspector Mr. Michael Bauer:

- The airplane came to rest upright inside the hangar after penetrating the hangar wall. The fabric covering of the airplane displayed multiple tears and punctures, the left main landing gear was displaced aft and was collapsed against the bottom of the fuselage and the right main landing gear was displaced forward and collapsed next to the right side of the fuselage.
- Both the left- and right-wing spars were broken, and the wings had folded aft just outboard of their mounting locations at the breaks in the spars.
- The horizontal stabilizers, elevators, vertical stabilizer, and rudder displayed crush and compression damage. Control continuity was established from the flight control surfaces to the rudder pedals, and control sticks in the cockpit. The front of the propeller spinner was crushed. One propeller blade was bent back under the engine, and the other was straight. Neither propeller blade showed any evidence of S-bending, leading edge gouging, or chordwise scratching.
- The engine air intake filter was clean, the spark plugs appeared normal and were gray in color, the carburetor venturi was clear, and the fuel system contained fuel consistent with 100LL aviation gasoline that was blue in color and appeared clean and bright. Oil was present in the engine.