

From: [Henry.Tscha](#) [REDACTED]
To: [Read](#) [REDACTED]
Subject: N8319D
Date: Thursday, October 25, 2018 11:52:50 AM
Attachments: [REDACTED]

Leah,

Here is a brief and rough draft of actions taken at the crash site. Let me know if you need more detailed information.

Inspectors Tscha and Sakmar arrived at the crash site escorted by 3 KUNV FBO personnel at approximately 1500. Aircraft was located approximately 200 yards into a densely forested area at 1681 Barnes Ln., Benner Township. The aircraft sustained substantial impact damage from the surrounding trees and from the final impact to the ground. The aircraft's nose was pointed approximately 008 degrees at its final resting position. The aircraft was also unstable as it rested on a steep incline, nose up. All aircraft debris (major aircraft parts) were located within 10 yards of the final resting point. Initial photographs were taken but due to the terrain it was difficult to capture all angles. Inspector Sakmar inspected the right wing main and auxiliary fuel tanks. Inspector Sakmar noted that the right wing auxiliary tank contained a measureable amount of fuel and the right wing main fuel tank was empty, with no discernable amount of fuel either visually or with a dipstick. Inspector Tscha inspected the left wing main and auxiliary fuel tanks and found a measureable amount of fuel in both. Inspector Tscha inspected the cockpit area noting that the fuel selector valve was found to be fully in the right fuel tank detent position. Inspector Tscha could not enter the cockpit due to the unstable nature of the aircraft so all documentation was performed while standing on the left wing. Flight control continuity checks proved to be almost impossible due to the damage sustained to all major flight control surfaces. Inspector Tscha then inspected/documented damage to the engine compartment. The aircraft engine sustained severe impact damage as shown in the photographs. Inspector Tscha disconnected all accessible fuel lines in the engine compartment to include the fuel manifold, manifold main fuel feed line and out to the cylinders with no signs of visible fuel noted. All other attempts to gain access to other fuel system components were not possible. Of other note in the engine compartment, the 12V electric cable to the starter motor was severed at what looked like to be a previous splice point, the splice could not be located. Inspectors Tscha and Sakmar checked the engine oil level with the dipstick and noted visible signs of sufficient oil level. Inspector Sakmar did rotate the propeller shaft and noted free movement/rotation. Inspector Tscha and Sakmar then performed a continuity check on the engine throttle and noted no abnormalities. Inspector Tscha then performed an operational check of the fuel selector valve for free movement and detents. Inspector Tscha manipulated the fuel selector valve from the right tank position to the auxiliary tank position to the left tank position then to the off position and all the way back to the right tank position, noting free movement and discernable detents at each position. Inspector Tscha then reconnected all disconnected fuel lines in the engine compartment that he had disconnected during the inspection. Due to the diminishing sunlight and location of the aircraft, it was deemed that no further inspection could be performed safely. Inspectors Tscha and Sakmar left the crash site at approximately 1700.

Henry H. Tscha
Aviation Safety Inspector
Federal Aviation Administration
Harrisburg FSDO



New Cumberland, PA 17070



FAX