



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: February 2, 2021
Subject: Wreckage and Engine Examination
NTSB Case Number: ERA20LA314

According to FAA Inspector Robert Bullock, examination of the accident site and wreckage revealed that the airplane had impacted about 45° nose down, after striking the top of some trees in a heavily forested area and there was no evidence of an inflight fire or explosion.

The left wing was bent downward at the wing root, and a corresponding bend was visible on the lift strut for the left wing.

The right wing displayed crush and compression damage, the right wing fuel tank was impact damaged and leaking fuel, and the right aileron was separated from its outboard attachment fitting but was still attached to the inboard attachment fitting.

The engine had been pushed back into the firewall. The throttle control was at idle. The fuel selector was selected to the left tank.

During the wreckage recovery, the left fuel tank was found to contain about 2 ¼ gallons of fuel, and the right fuel tank was found to contain about 3 gallons of fuel. An indeterminant amount of fuel was still contained in the header tank but could not be recovered due to the impact damage.

According to FAA Inspector Danny Cox, examination of the engine revealed no failure of any of the internal components and all the cylinders were intact.

Continuity of the drivetrain was established, and the connecting rods, pistons, cam, lifters, pushrods, rocker arms, induction system, and fuel system were all in good condition.

The Ignition system was unable to be tested; as the sparkplug wires had been cut and pulled apart during the impact sequence, and the electronic coil packs were impact damaged. Visual examination of the ignition system however did not reveal any preimpact anomalies.