

AIRFRAME AND ENGINE EXAMINATION

ERA20LA330, N6106Z

Examination of wreckage at Florida Air Recovery (Jacksonville, FL)
September 29, 2020

Dan Boggs, Air Safety Investigator, National Transportation Safety Board, examined the wreckage and produced the following findings and photographs.

Engine Exam:

The engine was consumed by fire. The accessory case was melted, and the metal was drooping. The magnetos were completely melted away along with all the other components. Only the gears of the magnetos remained. The top spark plugs were removed and showed normal wear. The propeller blades were bent aft, the tip of one blade showed "S" bending. The propeller was removed to facilitate engine rotation. The engine was rotated by the propeller flange. Engine continuity was established through the engine. The crank, valves, pistons and camshaft all rotated normally.

Airframe:

The fuselage was consumed by fire. Only the tail section had some fabric remaining, the wings were destroyed by impact forces with the trees and terrain. The inside structure of both wings were fractured into many small pieces. The fabric was shredded on both wings.

Flight control continuity was established to all flight controls through cables to/from that were cut by recovery personnel. The instrument panel was completely consumed by fire and could not be located. The agriculture spraying fan displayed a large impact damage witness signature on its nose cone.

(Continued Below)

Photographs from examination:



Photo 1: View of the propeller and nose of airplane



Photo 2: View of the rear section of the engine



Photo 3: View of the empennage



Photo 4: View of crumpled wing



Photo 5: Additional view of fire damaged and impact damaged wing



Photo 6: View of impact damaged agriculture fan spraying equipment