

Wreckage Examination Notes

Accident Investigation: 11-24-20 1966 V35 D-8069 N35AW Deltaville VA 1F

On 06-01-21, Brian Rayner, NTSB, and Peter Basile, Textron Aviation, examined the aircraft wreckage at Anglin Aircraft Recovery Service in Clayton, DE.

The aircraft was observed separated into multiple sections which consisted of the left wing, right wing, V-tail, fuselage floor assembly, and engine. The aircraft structure was laid out in the storage building to resemble a properly oriented aircraft. Several small bags contained additional wreckage of fire damaged structure and molten aluminum. Several pieces in the bags were examined for possible bird strike damage and residue; none was observed.



Exam, ASI-20-CS-008



Exam, ASI-20-CS-089



Exam, ASI-20-CS-090

The left wing remained in one large piece and sustained leading edge impact damage near the flap/aileron intersection. The flap and aileron remained attached to the wing. The left wing tip was separated; it exhibited score marks on the lower surface. The left main landing gear sustained post-impact fire damage and remained in the UP position. The aileron control cables were not examined. The leading edge of the left wing was examined for possible bird strike damage and residue; none was observed.



Exam, ASI-20-CS-009



Exam, ASI-20-CS-011



Exam, ASI-20-CS-014

The right wing sustained significant post impact fire damage. The outboard right wing structure and right aileron were consumed by fire. The right flap remained attached to the wing. The right main landing gear sustained post-impact fire damage and was observed in the UP position. The aileron control cables were not examined. The leading edge of the right wing was examined for possible bird strike damage and residue; none was observed.



Exam, ASI-20-CS-029



Exam, ASI-20-CS-037



Exam, ASI-20-CS-035

The V-tail remained principally intact. The lower skin of the left stabilizer sustained fire damage and was melted. The left ruddervator was not observed; it was presumed melted in the post-impact fire. The leading edge of the left and right stabilizer were examined for possible bird strike damage and residue. No definitive evidence of a bird strike was observed. The leading edge of the right stabilizer exhibited an impact near the tail cone attachment; the source of the dent was undetermined.



Exam, ASI-20-CS-038



Exam, ASI-20-CS-048



Exam, ASI-20-CS-046

The engine sustained ground impact damage and post-impact fire damage. The engine was not examined. The propeller hub remained attached to the engine. One propeller blade remained loose in the hub. The other two propeller blades were found in the bags of wreckage. The blades were twisted and exhibited leading edge gouges and chordwise scoring.



Exam, ASI-20-CS-068



Exam, ASI-20-CS-084



Exam, ASI-20-CS-087