



MEMORANDUM FOR RECORD (OUO)

Todd Gunther
Air Safety Investigator
Eastern Region

Date: January 22, 2024
Subject: Accident Site and Wreckage Examination
NTSB Case Number: ERA22FA153

On March 13 and 14, 2022, The wreckage was examined by NTSB Investigator Peter Wentz and FAA Inspector Clayton Caessens.

All components of the airplane were accounted for at the crash site. Flight control continuity was confirmed to all flight control surfaces and both right and left brakes functioned normally.

The airplane was westbound on the taxiway heading towards the approach end to runway 08. As it approached the end of the taxiway and before making the 90° turn to the left, the airplane departed the taxiway and traveled 130 ft down an embankment before the nosewheel separated from the airplane. The airplane proceeded another 20 ft down the embankment and was found inverted facing towards the east at a heading of 092°. The airplane received substantial damage to the engine mounts, fuselage area of the sliding canopy, both wings and rudder.

The Airplane was located inverted and facing 092° on a sidehill with about a 35 ° incline. It came to rest at an elevation of about 180 ft on its cabin top and rudder. The smell of aviation fuel was noted at the accident site along with signs of fuel around the wing vent. Two tire witness marks were observed on the taxiway heading 261° about 20 ft long and 94 inches wide. The marks continued into the grass and dirt leading to the accident airplane. The airplane traveled over a taxi light which revealed a fresh witness mark of missing concrete on the lights concrete foundation. The nosewheel revealed a fresh scrape mark along the bottom of the cotter pin that held the nosewheel nut on.

The airframe received substantial damage to the engine mounts, fuselage area of the sliding canopy, both wings and rudder. The engine was a Lycoming O-320-E2A, S/N L-24389-27A. The time recorded on the tachometer read 3732.27 hrs.

The engine was removed from the firewall and showed signs of fuel and oil. The propeller was rotated through each cylinder and all 4 cylinders show signs of compression.

The brakes were operated by rotating the tire while brake pressure was applied at the rudder pedal, both right and left brake operated normally. There were no signs of fluid leaks in the brake system.

The pitot tube cover was found covering the pitot tube.

The master switch was on, and the ignition key was positioned to both. The fuel pump was in the off position and the rotating beacon, landing light, nav light and pitot heat were all on. The throttle was pulled out about $\frac{3}{4}$ and bent, the mixture was full in, and the cabin heat was pulled out in the open/on position. The fuel primer was in the locked position and the fuel selector was positioned to the right tank.

Both right and left seat belts were found in the unlocked position. No shoulder harness were present.

The ELT was an ACK Technologies model E-01, TSO C91A. It was located in the tail section of the airplane in the off position with the antenna attached.