



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: 05/18/2022
Subject: Wreckage Examinations
NTSB Case Number: ERA22FA226

The wreckage of N8845Z was examined on-scene on May 14, 2022, and at Florida Air Recovery in Ft. Pierce, Florida on May 16, 2022.

During the examinations, the following information was obtained:

Airplane

- The airplane came to rest inverted facing south, opposite the direction of flight.
- The left main landing gear had separated during the impact sequence.
- The right wing had sustained compression damage from the wingtip to a point approximately 3 feet inboard of the wingtip.
- The post impact fire consumed most of the cabin and fuselage. The left horizontal stabilizer and elevator, outboard left wing, and the lower surfaces of both wings exhibited thermal damage and sooting.
- The wing flaps actuator when measured correlated to a flaps up (0°) position. The elevator trim actuator when measured correlated to a 10° trim tab up position.

- The right fuel tank remained intact; the left fuel tank was breached by thermal damage.
- Both finger screens were clean.
- There was no evidence of an inflight fire.
- Flight control continuity was established from the rudder, elevator, and ailerons to the flight controls in the cockpit.
- The instrument panel was thermally damaged and burned through in several places.
- The airspeed indicator needle indicated about 65 mph.
- The throttle control was in the full forward position.
- The mixture control was full rich.
- The carburetor heat control was closed.
- The primer was in and locked.

- The fuel selector valve handle was destroyed by the post impact fire. The position of the valve was between Both and Right.
- The ELT was in the "ON" position.

Propeller and Engine

- The propeller remained attached to the engine. Blade No.1 was curled aft at the tip; Blade No. 2 was bent slightly aft at the tip. The spinner was intact with no indication of rotational damage.
- Both rear engine mounts fractured during the impact sequence and the engine remained attached to the airframe by the forward mounts.
- Thumb compression and suction was obtained on all cylinders. and spark was produced by both magnetos on all leads.
- All the bottom spark plugs were normal gray in color, and except for spark plugs No. 1, No. 3, and No. 5, which were oil fouled due to the position of the airplane when it came to rest in an inverted position, all the top spark plugs were normal gray in color.
- The fuel strainer bowl contained a small amount of charred debris and was free of any corrosion. When disconnected from the carburetor a small amount of fuel was observed to flow from the line.
- The carburetor accelerator pump functioned normally, and the inlet screen was clean. The floats were field tested by submersion in a container of water and did not exhibit any signs of leakage. There was a small amount of visible corrosion in the carburetor bowl. The oil filter contained some carbon deposits; the oil suction screen was clean.