

Heidi Kemner
Eastern Region Aviation
Senior Air Safety Investigator

Date: April 18, 2022

Subject: ERA22LA167 - Wreckage Examination Summary

Contact: Andrew Hall - Textron Aviation - Air Safety Investigator

Investigation Information

Neither the NTSB-IIC nor this investigator traveled to the mishap site. The FAA-IIC did review the aircraft onsite. The FAA-IIC, two other FAA inspectors, and this investigator reviewed the wreckage at Atlanta Air Recovery in Griffin, GA on 04-18-22.

Airframe

The control lock was not observed in the wreckage debris. The post impact fire destroyed all the pulleys in the cockpit area. The aileron control wheel interconnect system was observed with all cables attached to the chains and continuity was established. The aileron direct control cables were observed in the area, of the pulley, common to the aileron control wheel interconnect system. The left direct control cable was observed attached to the control yoke turnbuckle and continuous out to the recovery cut. The direct control cable was observed attached to the left aileron wing bellcrank and was observed with a recovery cut to the cable. The right direct aileron control cable was attached to the control yoke turnbuckle and was separated in the area near the lower to the control yoke pulleys under the cockpit floor, as shown in figure below as Figure 1. Both left and right aileron wing bellcranks push rods were observed attached.

The rudder, elevator and elevator trim cables were attached to their respective control surfaces and were observed cut during (FAA IIC witnessed the cuts) during recovery on 03-26-22. The forward end of the rudder, elevator, and

elevator trim cables were observed in the cockpit area and were attached to their respective control input devices.

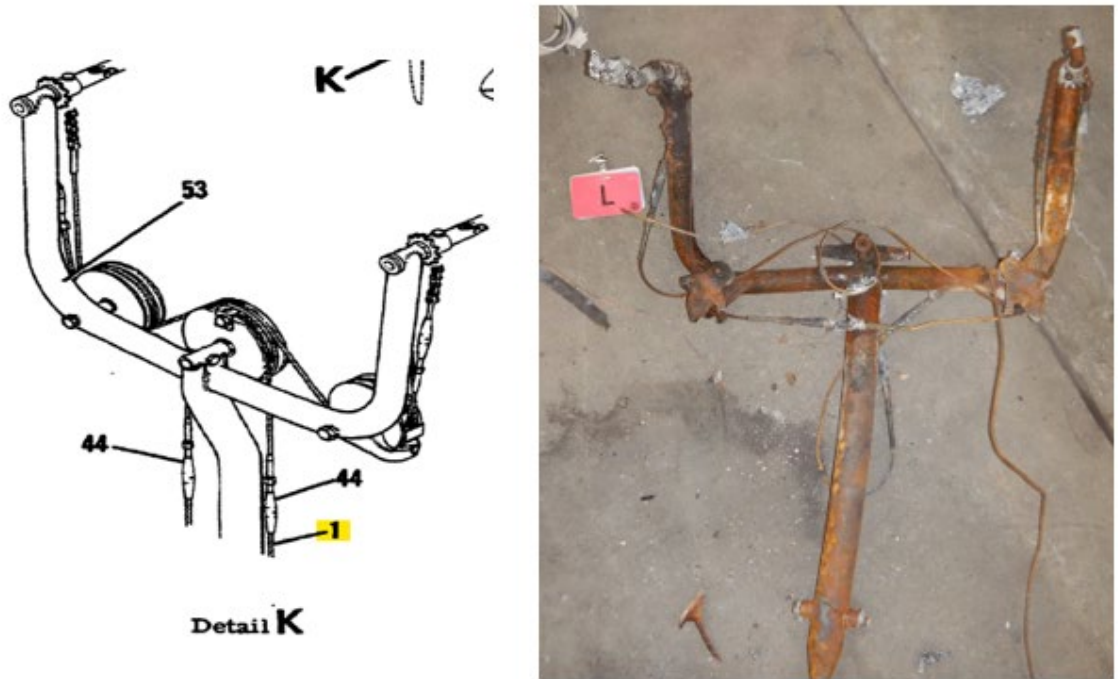


Figure 1. Diagram of aileron system and location of cable separation in highlighted portion of figure.

The fuel strainer assembly was inspected and appeared to be functional (despite obvious fire damage). The bowl was observed with some residue on the inside and the screen exhibited some heat damage. The fuel selector valve was not observed in the wreckage.

Propeller

The propeller was observed attached to the engine. One propeller blade was observed displaced towards the flat side of the blade approximately 12" outboard from the center of the hub. The other blade was observed with a slight twist to the tip approximately 6" inboard from the tip. Neither blade exhibited significant leading edge damage or chordwise scratching.