

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA23FA007

WRECKAGE EXAMINATION SUMMARY

October 7, 2022

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A. ACCIDENT

Location: East Hampton, New York
Date: October 6, 2022
Time: 1229 EDT
1629 UTC
Airplane: Seamax M-22, N46PD

B. WRECKAGE EXAMINATION SUMMARY

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C. SUMMARY

On October 6, 2022, at 1229 eastern daylight time, a Seamax M-22, N46PD, was destroyed when it was involved in an accident near East Hampton, New York. The private pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

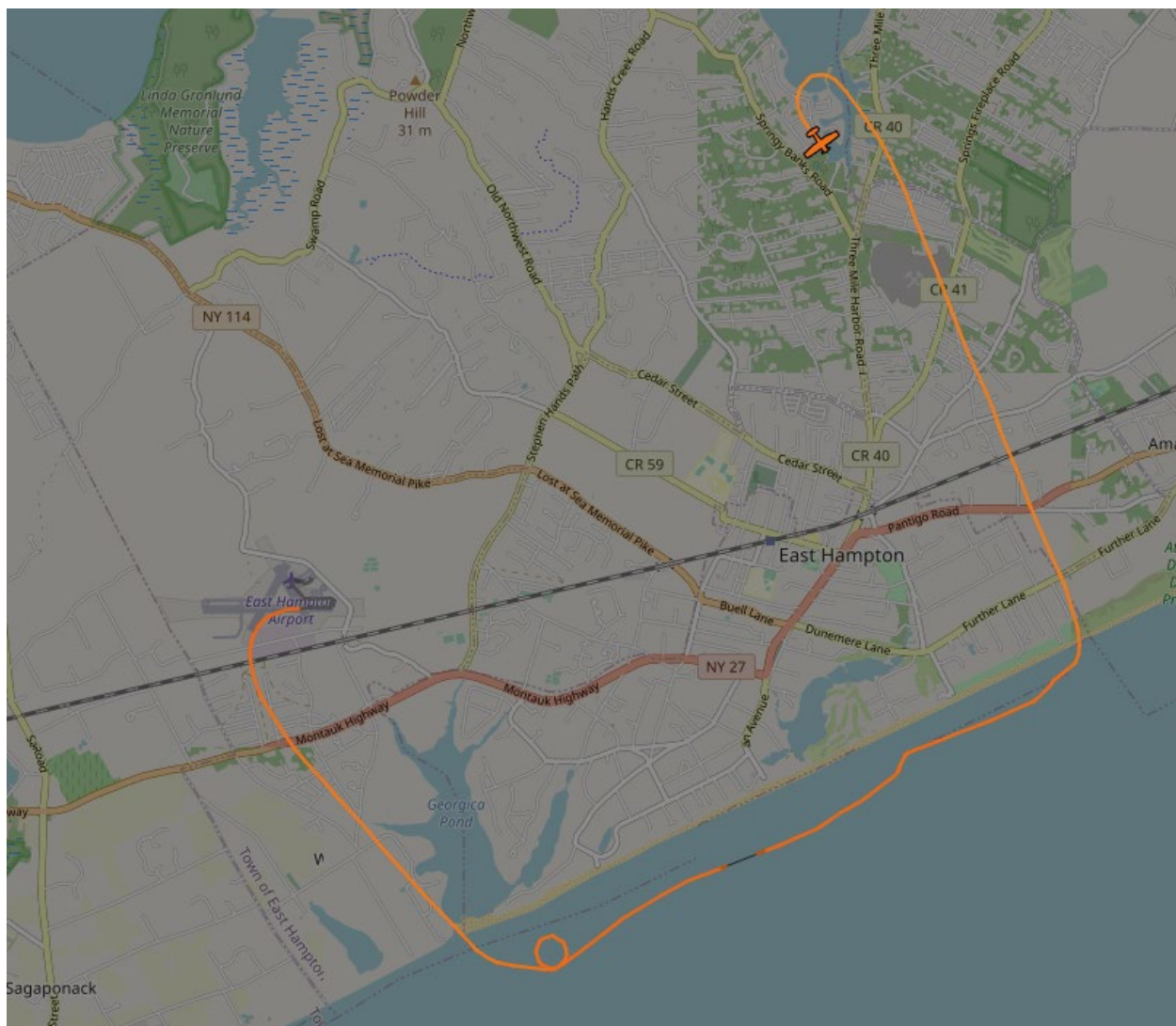


Figure 1 - ADS-B Track - track in orange

According to preliminary ADS-B data, the flight prior to the accident flight occurred on Wednesday, September 30, 2022, which aligns with what the owner of the airplane stated. He flew the airplane on September 30th.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site



Figure 2 - Main Accident Site taken from local law enforcement UAS Video.

The airplane came to rest in about 3-4 feet of water in the Three Mile Harbor. The right wing came to rest in a tree that was about 770 ft from the main wreckage.

2.0 Airframe Examination

2.1 Fuselage

The fuselage was fragmented. The seats were separated and located with the main wreckage. One control stick was located. The other was not recovered. Flight control continuity was confirmed from the flight control surfaces to the cabin through multiple breaks and overload failures.

2.2 Empennage

The empennage was impact separated from the fuselage. The right stabilator remained attached to the empennage and exhibited leading edge damage. The right trim tab remained attached to the right stabilator. The inboard section of the left stabilator remained attached to the empennage. The outboard section was impact separated and located in the vicinity of the main wreckage. The left trim

tab remained attached to the outboard section of the left stabilator. The rudder remained attached to the vertical stabilizer and exhibited impact damage. The top section of the vertical stabilizer exhibited impact damage. The beacon remained attached to the vertical stabilizer by wires.



Figure 3. View of vertical stabilizer and rudder.



Figure 4. View of left horizontal stabilizer.

2.3 Wings

The entire right wing was separated from the main wreckage and located in a tree. The right aileron remained attached to the right wing. The right flap was separated from the right wing and located in the vicinity of the right wing. The right wing strut was separated from the right wing. The bolt attaching the right strut to the right wing remained attached to the right wing and was not fractured. In addition, the bolt threads did not exhibit significant damage.



Figure 5. View of Top of Right Wing

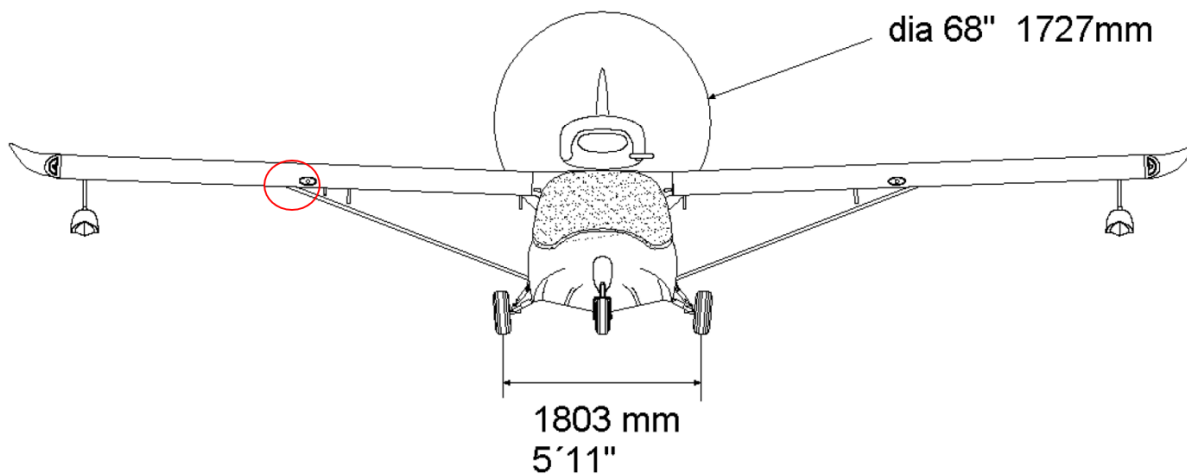


Figure 6. Front view drawing of airplane. Red circle notes where the bolt remained in place without a nut.



Figure 7. View of right wing strut attachment bolt as found.

The left wing was impact separated and located in the vicinity of the main wreckage. The left wing was fragmented, but the left aileron, left flap, and left wing tip were located. The left wing strut was impact separated from the wing and the strut attach point bolts remained secure with the nut. The bolt that attached to the wing was removed, examined, and replaced/secured to the strut. The wing strut attachment side to the fuselage remained secured, but the section was pulled/torn away from the fuselage.



Figure 8. View of Left Wing

2.4 Landing Gear

The landing gear were impact separated and located in the vicinity of the main wreckage. The landing gear handle was separated from the cockpit and was in the UP position.

2.5 Cockpit

The cockpit was fragmented. An altimeter, Garmin transponder, oil temperature gauge, Garmin G5 and an Artex ELT were located.

The ELT was in the OFF position.

3.0 Engine Examination

Rotax 912 ULS2-01
S/N 9142140

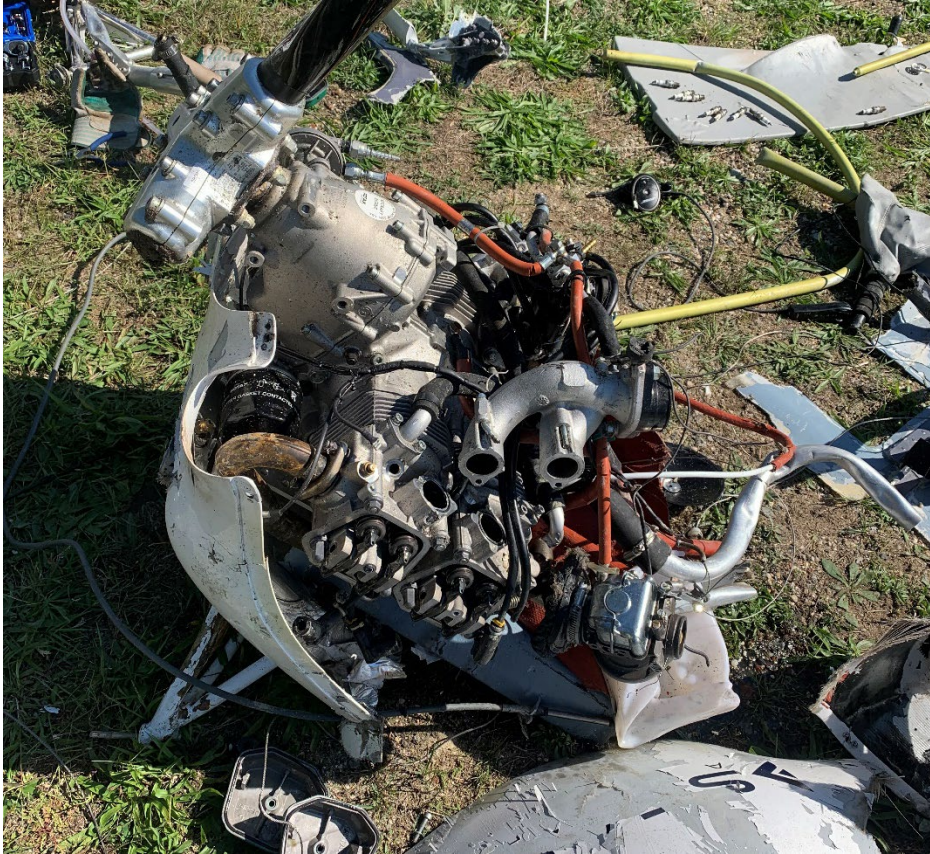


Figure 9. View of Engine

The engine was impact separated from the fuselage but remained attached to the engine mounts. There were no holes in the crankcase. All 4 cylinders remained attached to the engine. The carburetors were impact separated from the engine but remained attached through fuel lines. The Both carburetor butterflies could be operated by hand. The spark plugs were removed and examined. All were light grey in color and exhibited minimal wear. The rocker box covers were removed and there were no anomalies noted with the rocker arms or valve springs.

4.0 Propeller Examination

The propeller remained attached to the engine. One propeller blade remained attached to the propeller hub. It exhibited chordwise scratching and leading-edge gouging. Another blade was separated from the propeller hub, but was located in

the vicinity of the main wreckage. It exhibited chordwise scratching. The other propeller blade was not recovered.



Figure 10. Propeller Blades

Submitted by:

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