



MEMORANDUM FOR RECORD

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Eastern Region

Date: 12/08/2022
Subject: Accident Site and Wreckage Examinations
NTSB Case Number: ERA23LA058

Accident Site Examination

The accident site was examined on November 14, 2022.

Examination of the accident site revealed that the main landing gear was too wide for the airplane to land on the levee, and that after touchdown the airplane traveled off the left side of the levee, nosed over, and came to rest inverted.

Wreckage Examination

The wreckage was examined on December 06, 2022.

Examination of the airframe revealed that the right lower wing and right upper wing had incurred impact, crush, and compression damage, outboard of the interplane strut. The left lower wing had incurred substantial damage to its structure about 4' outboard of the wing root, with the wing being bent downward from its usual mounting location. The left upper wing had also received substantial damage to its internal structure and had been bent aft outboard of the wing root. The vertical stabilizer had also been damaged when the airplane had come to rest inverted.

The engine cowling was equipped with cowl flaps. The cowl flaps were found in the closed position.

All four propeller blades did not display any evidence of leading-edge gouging, chord wise scratching, or S-bending. Only two of the propeller blades showed minimal aft bending.

Fuel was found in the gascolater. It was bright blue in color and had an odor consistent with 100LL aviation gasoline. When a coupon containing water finding paste was introduced, no evidence of contamination was indicated.

Examination of the cylinders utilizing a borescope did not reveal any damage to the cylinder walls or tops of the pistons. The piston skirts were not able to be viewed.

Examination of the oil system, revealed the presence of metal contamination inside the main engine oil filter, oil pump filter, and two other oil strainers. Use of a magnetic probe indicated that some of the particulate was ferrous (steel or iron). The shutters for the oil cooler were found in the closed position.

Further examination also revealed a large amount of oil aft of the engine bay.

Examination of the cockpit revealed that the instruments and switches were labeled in Cyrillic font. Further examination also revealed that the airplane was equipped with a cylinder head temperature (CHT) gauge.

Further examination revealed that there were two switches located next to each other, on the aft right upper surface of the "central control desk." One controlled the oil cooler shutters and the other controlled the cowl flaps. Both switches were found in the off position.