

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24LA163

ON SCENE EXAMINATION REPORT

April 10, 2024

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A. ACCIDENT

Location: Seffner, Florida
Date: 04/04/2024
Time: 1537 EDT
1937 UTC
Airplane: Evektor Harmony LSA Registration: N469JA

B. ON SCENE EXAMINATION REPORT

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C. SUMMARY

The on-scene examination revealed that the fuel line going from the fuel pump outlet to the four-way distribution valve was disconnected at the four-way distribution valve. The wreckage was recovered for further examination.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The airplane came to rest inverted next to a large tree in a residential yard. The airplane's whole airplane parachute system had been deployed, and the parachute was caught in the branches of the tree.

2.0 Wreckage Examination

The airframe sustained substantial damage to the fuselage, and to both wings. The whole airframe parachute system (had been deployed and remained secured to the airframe. An examination of the wing attach fittings found that one of the wing attach bolts for the right wing was missing a required securing pin; however, the bolt and nut remained secure to the attach fitting.



Photograph 1: Airplane overview



Photograph 2: Whole airplane parachute system rocket launch tube



Photograph 3: Damage to the right wing



Photograph 4: Right, rear wing attach bolt and nut with missing securing pin

Upon the initial fuel system examination, fluid that had the color and odor consistent of 100LL AvGas was draining out of both of the wing fuel vents. Several gallons of fuel were drained from both wing tanks, and the unmeasured amount of fuel was determined to be sufficient to sustain engine operation. The fuel lines going from the fuel tanks going into the fuselage root were found to be secured and there were no signs of fuel leaks around the fuel tanks or wing root fuel lines.



Photograph 5: Fuel draining from the right fuel vent

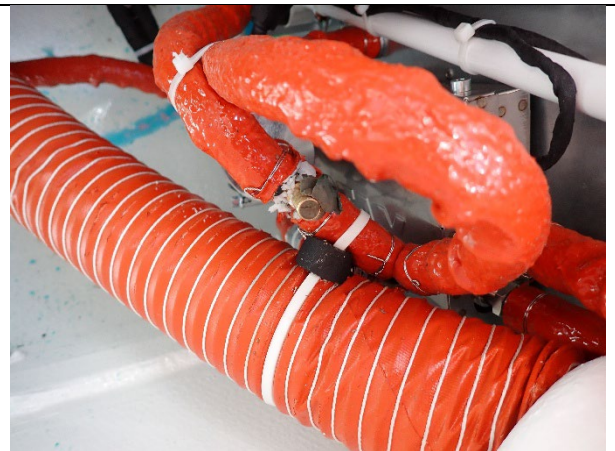


Photograph 6: Fuel drained from airplane

The fuel line going from the fuel pump to the four-way distribution valve was found disconnected and had putty placed on both the disconnected fuel line and on the four-way distribution valve. According to the FAA, the putty was placed by first responders to stop the fuel from leaking out of the fuel line and valve.



Photograph 7: Disconnected fuel line (with putty)



Photograph 8: Four-way distribution valve (with putty at disconnected fitting)

The airplane was flipped over onto its landing gear to facilitate documentation of the cockpit. The flaps were found in the retracted position, the throttle was found in the full forward position, and the emergency whole parachute system handle was in the pulled position. The fuel selector valve was found in the "LEFT" position and was found to be able to move between "LEFT" and "RIGHT" without any signs of binding. All the main electrical switches were found in the "OFF" position except for the guarded "Emergency Switch" which the guard had been put in the open position and the switch was in the "ON" position. None of the circuit breakers were popped. The ELT remained installed and was undamaged; however, both the antenna connector and electrical switch connector were disconnected.



Photograph 9: Whole airplane parachute system handle



Photograph 10: ELT installed with disconnected wiring

Most of the engine was unable to be observed with the cowling installed. The three bladed, fixed pitch propeller remained attached to the propeller shaft and one of the propeller blades was broken approximately 6 inches from the root. The other two propeller blades were undamaged.

The wreckage was recovered to Florida Air Recovery, in Jacksonville, FL and was retained for further examination.

Submitted by:

Kurt Gibson
Aviation Accident Investigator