

7745C WRECKAGE OBSERVATION

The investigation included Thomas M. Dickerson, FAA ASI. Filling in for Inspector Troy lent.

And

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Mr. Prah represents the aircraft manufacturer.

My initial observation was the aircraft was a pile of twisted metal. The main fuselage and engine were in a pile; the wings had been removed and were propped up against the retainer wall at the storage facility.



There were numerous broken pieces of various size tubing. All the broken pieces has shear points characteristic with an overload structure failure most likely resulting from the aircraft's impact with the ground. All of the sheared ends were shiny indicating a fresh or recent break.



I observed one control cable that had the characteristic broom straw appearance indicating overload failure. The ends of the cable were shiny indicating a fresh break.



I removed the spark plugs from all the cylinders. One spark plug, #1 cylinder, bottom plug, was finger tight. All other plugs appeared to have been installed correctly. All spark plugs appeared to have been firing normally. All spark plugs have the same appearance. Witness reports stated the engine sounded normal. One propeller blade was broken as a result of the impact. Further engine disassembly was not undertaken past removing the spark plugs and rotating the engine with the propeller. The engine sounded normal and there were no extraneous noises when the engine was rotated.



Numerous items observed on the engine. The oil filter was not safetied.



Several fluid fittings adjacent to the oil filter were safetied backwards and not safetied.





Several liquid lines, (automobile heater hose type) were not properly seated against the fitting and in one case was chaffing against the oil filter.





The left and right exhaust manifolds were connected by a pair of straight rods that were attached to a long piece of rubber support material. The rubber support material was very loosely safety wired to the engine support. The entire mechanism did not appear to be supporting anything.





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The fuel tank appeared to be a blue, five gallon container. There was a sight gage attached to the side and the tank was held in position by a series of cloth straps. There was a vent hole in the top of the tank that did not have any type of filter in place. A filter may have been installed but was knocked lose by the impact. The amount of fuel in the tank at the time of impact is unknown. The throttle linkage was intact and was operating freely.





The ballistic recovery parachute system was intact. The handle was partially deployed. We were unable to tell if the pilot attempted to deploy the recovery chute or if it had become dislodged from the holder during transport. The recovery person disabled the system by removing the activation handle. Suggest sending the system to a laboratory to determine if the system is serviceable. The expiration date of the system is July 2014.





Both wings are relatively intact.



The left wing leading edge near the tip is damaged. This is consistent with witness statements the aircraft impacted on the left wing first.

