



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region
June 28, 2015

ON SITE EXAM REPORT

WPR15FA200

This document contains 14 embedded photos.

A. ACCIDENT

Location: Corona, CA
Date: June 28, 2015
Aircraft: Great Lakes 2T1A-E, Registration Number: N7LM, Serial #: 1
NTSB IIC: Howard Plagens

B. EXAMINATION PARTICIPANTS:

Howard Plagens
Senior Air Safety Investigator
National Transportation Safety Board
Federal Way, WA

David Ryon
Aviation Safety Inspector
Federal Aviation Administration
Riverside FSDO
Riverside, CA

C. SUMMARY

Examination of the airframe and engine was conducted on site on June 28, 2015.

D. DETAILS OF THE INVESTIGATION

1.0 Overall Examination

The wreckage came to rest in a fenced in area containing a cell phone tower and associated buildings. The GPS coordinates were 33 degrees 49 minutes 20 seconds north 117 degrees 27 minutes 48 seconds west at an estimated elevation of 1,430 feet. Power lines running north-south 50 feet east of the site and power lines running east-west of the site were not damaged.



Photo 1 Sheriff's Aerial of Site

The first identified point of contact was a damaged tree, which contained the separated left aileron. The aileron was bent 90 degrees over a branch. The tree was next to a fence that was bent into the fenced area in the direction of the wreckage.



Photo 2 Left Aileron



Photo 3 Debris in Direction of Flight

The airframe came to rest with the propeller and engine on the ground. The tail angled up about 50 degrees, and was leaning against the cell phone tower.



Photo 4 Front Left View Main Wreckage



Photo 5 Rear View of Main Wreckage



Photo 6 Empennage



Photo 7 Bottom of Tail Section

2.0 Airframe Examination

The data plate indicated that the airplane was an experimental Maniscalco Great Lakes 2T/A-E, serial number 1. The empty weight was 1,319 pounds, and the gross weight was 1,800 pounds. The date of manufacture was March 12, 1979.



Photo 8 Airplane Data Plate

The tachometer read 0109.99.



Photo 9 Rear Cockpit

Both left wings fragmented, and folded onto the fuselage. Both right wings fragmented.

The center of the top wing over the fuselage was oriented with the leading edge about 80 degrees down; the right edge angled about 30 degrees down, and touched the ground. This piece contained the fuel tank, and the filler hole was in the front left. The fuel tank did not appear to be breached. The outboard fuel vent was bent. There was no fuel odor, and no signs of leakage such as stains on the wing or ground. A stick dipped into the tank through the filler port came out dry.



Photo 10 Top View of Wreckage

The IIC established control continuity for the elevators.

The aileron controls ran along the belly of the airplane, and had multiple disconnects. All identified disconnects were along uneven, jagged, and angular planes.



Photo 11 Bottom of Fuselage

The Emergency Locator Transmitter (ELT) was an ARTEX Aircraft Supplies Inc. ELT-200, part number 452-0190, serial number E07875, TSO C91a.



Photo 12 Emergency Locator Transmitter

3.0 Engine Examination

The airframe data plate identified the engine as a Ranger 6-440-C5 rated at 200 horsepower.

The engine did not exhibit any holes or evidence of catastrophic failure.

4.0 Propeller Examination

The two-blade wooden propeller remained attached to the engine. One blade splintered near the hub. The separated tip had leading edge dents in the metal sleeve on the leading edge. The other blade had scratches on the cambered side.



Photo 13 Separated Blade Tip



Photo 14 Propeller