



RECORD OF CONVERSATION

Howard Plagens
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Western Pacific Region

Person Contacted: Keith Rittenberry

Date: 07--2014

Time:

Subject: WPR15FA206; Piper PA22-135; N8195C; Carey, ID

Narrative:

The following is a summary of statements made by the inspector, who examined the wreckage on scene.

The inspector examined the wreckage on scene. The first identified point of contact was a principal impact crater (PIC) that was several feet in diameter with narrow ground scars going in opposite directions from the center. At the end of the narrow ground scar furthest from the main wreckage was a lens cap cover and red lens fragments. The upright main wreckage was about 50 feet away from the PIC, and oriented perpendicular to the narrow ground scars with the nose pointing toward the PIC. The propeller separated from the engine, and was partially buried in the PIC.

There was a black liquid stain that lead to the oil cooler.

The engine was under the cabin area, and the cabin area was severely crushed and deformed.

The right wing remained in its position, but sustained heavy aft crush damage.

The left wing had rotated about 70 degrees clockwise from its position.

The airframe buckled 90 degrees down immediately forward of the leading edge of the vertical stabilizer, and twisted 90 degrees counterclockwise. The trailing edges of the left elevator and rudder were on the ground; the outboard half of the right elevator and horizontal stabilizer were above the right wing.

The inspector later determined that the airplane was fueled at Malad City, Idaho, with 22 gallons of 100 LL aviation fuel at 1105.