



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region
January 6, 2016

ON SITE EXAM REPORT

WPR16FA046

This document contains 12 embedded photos.

A. ACCIDENT

Location: Alpine, Wyoming
Date: January 4, 2016
Aircraft: Aerostar SA YAK52, Registration Number: N912EB, Serial #: 832912
NTSB IIC: Howard Plagens

B. EXAMINATION PARTICIPANTS:

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

Matthew Green
Aviation Safety Inspector
Federal Aviation Administration
Salt Lake City, UT

Jackie Vanover
Aviation Accident Investigator
National Transportation Safety Board
Federal Way, WA

C. SUMMARY

Examination of the recovered airframe and engine was conducted on site on January 6, 2016.

D. DETAILS OF THE INVESTIGATION

1.0 Overall Summary

The airplane highly fragmented along a debris path of 122°. The first identified airplane parts were a piece of the left wing tip and the pitot tube from the outboard left wing. The pitot tube was about 2 ft long, and half of it was buried in the soft dirt. These pieces were on the left side of the principle impact crater (PIC), which was about 6 ft across, 2 ft deep, and 15 ft long.

At the end of the PIC was a separated propeller blade.



Figure 1. First Identified Point of Contact



Figure 2. Pitot Tube



Figure 3. Piece of Propeller Blade



Figure 4. Debris Field



Figure 5. Middle of Debris Field

The main wreckage consisted of the fuselage and empennage.



Figure 6. Main Wreckage

The engine separated, and was the most distant piece of wreckage identified at 578 ft.



Figure 7. Engine

2.0 Airframe Examination

The left wing fragmented.



Figure 8. Left Wing Fragments

Both wings separated from the fuselage. Most left wing pieces were in the first half of the debris field.

The inboard portion of the left wing with the left main landing gear attached was midway into the debris field; that landing gear was down.



Figure 9. Left Wing Fragment Containing a Main Landing Gear

The inverted right wing was 400 feet into the debris field, and had the carry through spar attached to it.



Figure 10. Inverted Right Wing

The right wing exhibited aft leading edge crush damage. The right aileron separated at the inboard and outboard hinges.

3.0 Engine Examination

The front of the engine case separated



Figure 11. Engine

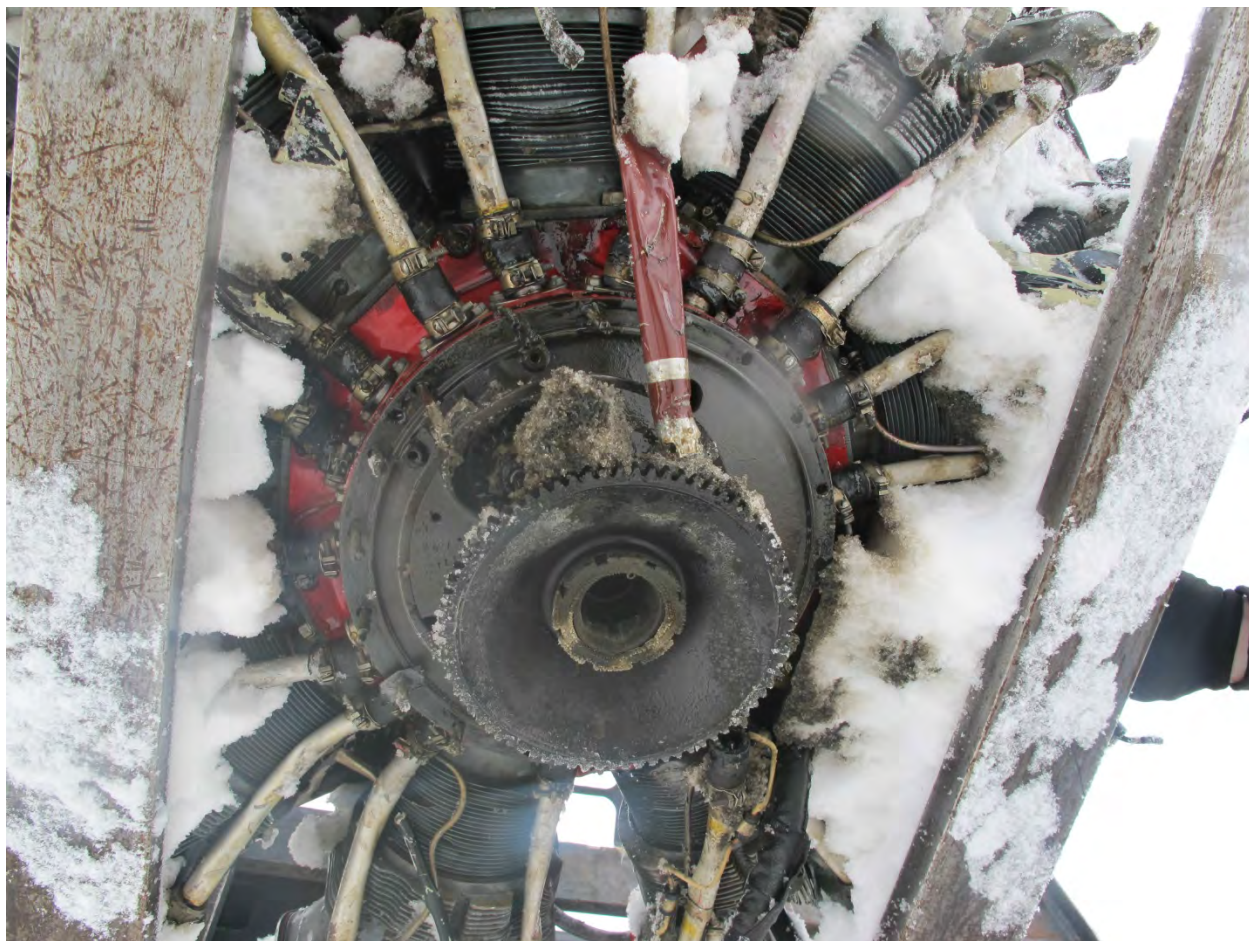


Figure 12. Front of Engine