



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Western Pacific Region

May 1, 2016

### **ONSITE EXAMINATION NOTES**

**WPR16FA097**

## **A. ACCIDENT**

Location: Henderson, Nevada  
Date: April 30, 2016  
Aircraft: Extra Flugzeugproduktions-UND, EA-300/L,  
N330MT, Serial # 1316  
NTSB IIC: Albert Nixon

## **B. EXAMINATION PARTICIPANTS:**

Albert Nixon  
Aviation Accident Investigator  
National Transportation Safety Board  
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Bruce Thompson  
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Air Safety Investigator  
Lycoming Engines  
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## **C. SUMMARY**

Examination of the airplane wreckage was conducted onsite on May 1, 2016, near a hillside top near Jean, Nevada. No evidence of preimpact mechanical failure was noted during the examination of the airframe.

## **D. DETAILS OF THE INVESTIGATION**

### **1.0 WRECKAGE AND IMPACT INFORMATION**

Examination of the accident site revealed that the airplane impacted terrain at an elevation of about 3,101 ft. The wreckage debris trail was about 800 ft long. All major structural components of the airplane were located at the accident site. The first identified point of contact (FIPC) was an area of disturbed rocks and dirt near the hill top that measured about 4 ft in length, 3 ft wide, and 6 inches deep, and was located to the southeast of the airplane wreckage. Numerous small pieces of wreckage and paint transfer on the rocks were observed in area of disturbed ground. The hill

consisted mostly of dark-brown colored lava rocks and its dimensions were about 650 ft long by 350 ft wide, with a high elevation of about 3,109 ft. The contour of the hill was orientated to the northeast/southwest. The desert floor to the southwest side of the hill was about 40-50 ft lower than the hill elevation. The hill was about 3,000 ft northeast of the dry lake bed ridgeline.



**Figure 1: The Hill Impacted and the Surrounding Area.**

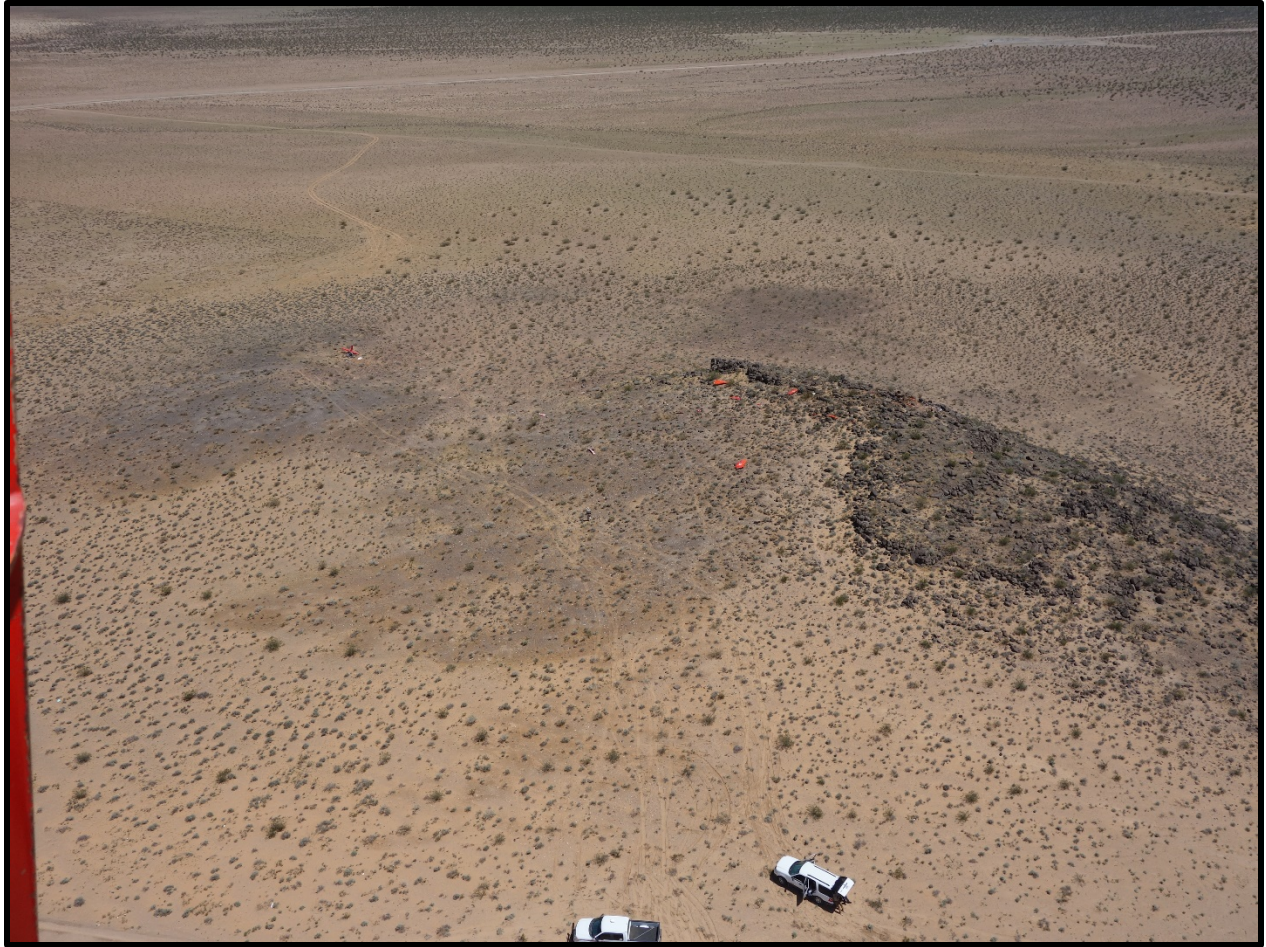
Most of the debris consisted of small pieces of the airplane. The wings had separated and from the fuselage and large wing fragments were located on the northwest side of the hill about 200 ft from the initial impact point. The left aileron remained attached to an aft section of the wing. The right aileron was separated and located near the wing fragments. The fuselage and tail section came to rest upright about 400 ft from the initial impact point and was leaning to the left, on a heading of about 250° magnetic. Flight control continuity was established to the empennage.

Dark brown colored marks were observed on the bottom of the tail section of the fuselage and on the horizontal stabilizers, consistent with striking the lava rocks at the initial impact point.



**Figure 2: The Hill that was Impacted.**

The engine was separated from the fuselage and located about 400 ft past the main wreckage, where it struck and breached a wire fence. The engine came to rest inverted. All the tubing had separated, and the bottom of the engine case was breached. The propellers had separated. Fragments of the composite propeller blades were observed near the initial ground impact scars.



**Figure 3: The Wreckage Debris Trail.**

The GoPro Hero video camera, Garmin VRB video camera, and 2 Garmin data cards, were located in the wreckage and sent to the NTSB's Vehicle Recorders Laboratory.

Submitted by: Albert Nixon