



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

April 24, 2017

ONSITE EXAMINATION NOTES

WPR17FA089

A. ACCIDENT

Location: Paso Robles, California
Date: April 23, 2017
Aircraft: N6190, Appleby Nieuport 28
Serial # AA102
NTSB IIC: Albert Nixon

B. EXAMINATION PARTICIPANTS:

Albert Nixon
Aviation Accident Investigator
National Transportation Safety Board
Federal Way, WA 98003

Wilbert Robinson Jr.
Aviation Safety Inspector
Federal Aviation Administration
San Jose, CA 95110

C. SUMMARY

Examination of the airplane wreckage was conducted onsite on April 24, 2017, in a wheat field about 4 miles east of Paso Robles Municipal Airport. With the exception, of the elevator control cable connection being separated, no further 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 by the National Transportation Safety Board (NTSB) investigator-in-charge and an FAA inspector, revealed that the airplane impacted in a flat wheat field at an elevation of about 1,055 ft above mean sea level. All the major components of the airplane were located at the accident site. The first identified point of contact (FIPC) was an area of disturbed dirt that measured about 2 ft long, 3 ft wide, and 12 inches deep, in which the airplane's propeller was embedded. Wreckage debris remained within about 10 feet of the main wreckage. The airplane's bank angle at impact was estimated to be about 30° left wing down and the pitch to be about 80° nose down.

The fuselage came to rest inverted on a heading about 145° magnetic and was displaced to the left and folded over the top of the upper left wing, that was embedded in the terrain. Fuel was observed leaking near the center of the wreckage.

The upper and lower left wings were partially attached and oriented nearly parallel to the fuselage. The wings sustained leading edge compression damage throughout the wing span. The left aileron was attached at all its respective points and sustained damage to the outboard third. The left main wheel was crushed inwards at a section, about 4 inches in length.

The upper and lower right wings remained partially attached to the main fuselage. The wings sustained damage about mid-span and leading-edge compression damage throughout the wing span. The right aileron was attached at all its respective points. The right main wheel was observed to be relatively intact.

The main cockpit area sustained substantial impact damage. Several flight instruments had separated from the instrument panel. The tachometer displayed an engine rpm of about 2,040 rpm. Further, the airspeed indicator indicated about 87 mph.

Several cables were visible in the cockpit section that were labeled 1 through 6. A turnbuckle was observed with no safety wire on the lower cable connection of the flight control assembly by an FAA inspector. Flight continuity was checked. The aileron system continuity was confirmed from the aileron through the torque tube to the wing root. Rudder continuity was established. The cables labeled 1 and 5, were the rudder control cables used for the rudder continuity check. The elevator control check revealed that continuity could only be established for one of the two elevator control cables. Continuity for cable 2, which operated the elevator in the trailing edge down direction was confirmed. However, continuity for cable 3, which was the cable that operated the elevator in the trailing edge up direction, was not established. A rod end from the that system's cable was found to have become disconnected from its turnbuckle connection. When cable 3, that was detached, was moved from the rod end where the turnbuckle was supposed to be attached, the elevator moved trailing edge up. Both the rod end that separated from cable 3 and the turnbuckle, were observed to be in good condition. The turnbuckle and separated cable 3 rod end were observed with no safety wire installed. All the remaining flight control turnbuckles were observed to be safety-wired to their respective cable rod ends. Additionally, the cables labeled 4 and 6 established continuity to the tail skid.

The empennage and fuselage aft of the cockpit area, was relatively intact. The rudder and elevators remained attached.

The engine was embedded into the ground about at the impact angle. Both magnetos were attached, however, several engine accessories were separated. Both wood propellers blades were buried in the dirt. One blade separated near the hub and the other blade was separated and splintered about mid-span.



Figure 1: Accident Site - Airplane Wreckage.



Figure 2: Right Wing Ground Impact.



Figure 3: Turnbuckle Assembly.

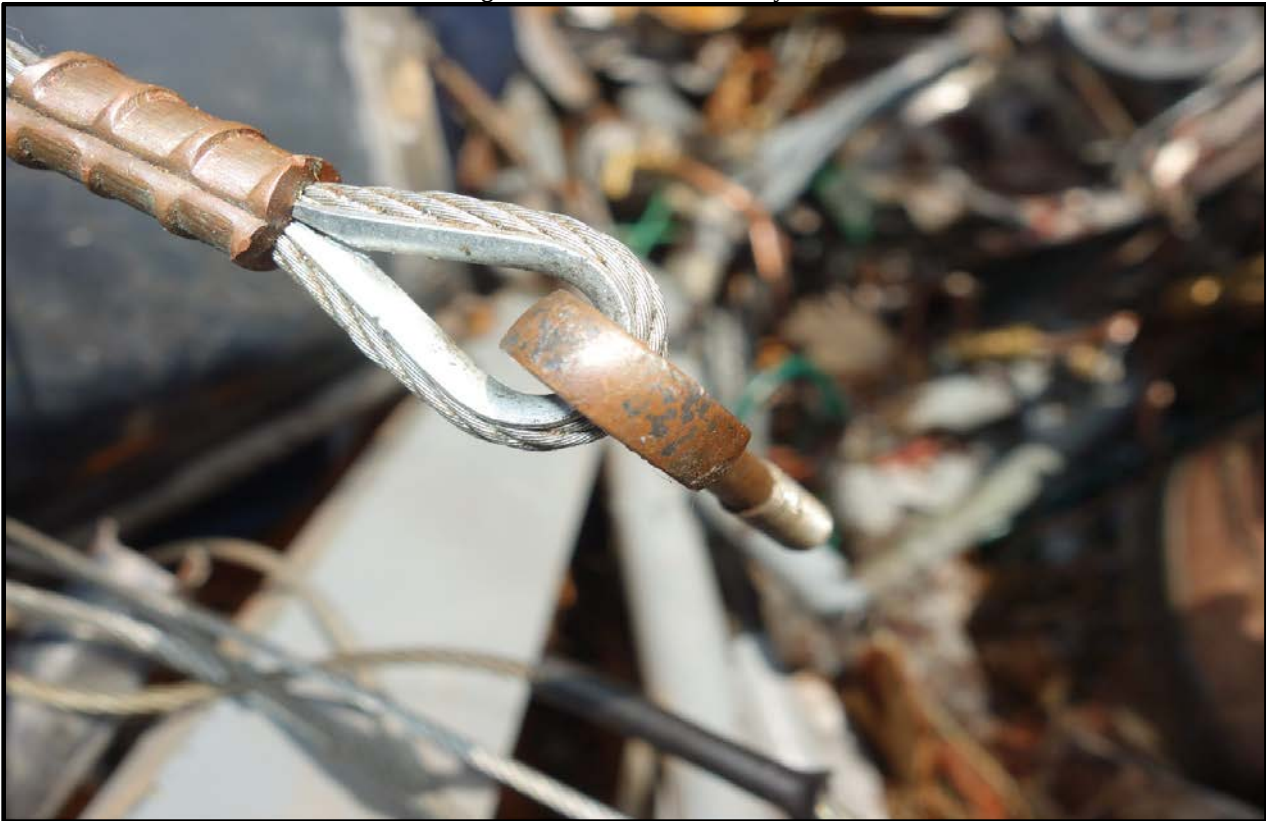


Figure 4: Disconnected Elevator Control Cable End Rod.

Submitted by: Albert Nixon