



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

August 4, 2017

ACCIDENT SITE / AIRFRAME / ENGINE EXAMINATION SUMMARY

WPR17FA091

This document contains 0 embedded photos.

A. ACCIDENT

Location: Keene, California
Date: April 27, 2017
Aircraft: Nanchang CJ6A – N192NG
NTSB Investigator-in-Charge: Joshua Cawthra

B. DETAILS OF THE INVESTIGATION

1.0 Accident Site Examination

GPS Coordinates: N35.19592, W118.50352
Elevation: 3,669 feet msl

Examination of the accident site revealed that the airplane impacted hilly terrain about 5 miles northwest of the Tehachapi Airport. The airplane came to rest in an almost vertical attitude on a heading of about 249° magnetic. All of the major structural components of the airplane were located within about 100 feet of the main wreckage. Various wreckage debris which included canopy material, metal debris, and foam was located within about 100 feet of the main wreckage.

2.0 Airframe Examination

The left wing was separated from the fuselage and came to rest about 8 feet north of the main wreckage. The aileron and flap remained attached to the wing structure. The entire wing exhibited leading edge compression and buckling aft to the aileron and flap.

The right wing was partially separated from the fuselage. The aileron and flap remained attached to the wing structure. The entire wing exhibited leading edge compression aft to the aileron and flap. A swath of displaced dirt similar to the size of the right wing was observed directly under the wing structure.

The fuselage structure was severely crushed aft. The empennage structure was compressed into the cabin and engine areas. The vertical stabilizer, rudder, left and right horizontal stabilizer, and left and right elevators remained partially attached to their respective mounts. The forward and aft cockpit areas were severely fragmented. The instrument panels were fragmented with numerous instruments displaced.

Control continuity was established accident site for the left and right ailerons to the wing root.

The engine was observed to be partially embedded within terrain about 2 feet. One propeller blade was observed separated from the propeller hub and was within the main wreckage.

The wreckage was recovered to a secure location for further examination.

3.0 Examination of the recovered Airframe, Engine and Propeller Examination

Examination of the recovered airframe revealed that it was severely fragmented

Flight control continuity was established throughout the airframe from the cockpit controls to all primary flight control surfaces. Numerous separations in control cables were observed. The separated ends of the cables exhibited signatures consistent with overload.

The engine exhibited extensive impact damage to all cylinders and crankcase. The accessory case was impact damaged and separated from the engine. The crankshaft could not be rotated by hand due to impact damage. Mechanical continuity was established throughout the engine and valve train. The magnetos, starter, carburetor, and propeller governor were separated and exhibited extensive impact damage, which precluded functional testing of the components. Portions of both propeller blades were located within the recovered wreckage and were separated from the propeller hub. The propeller blades exhibited chordwise striations on the forward side of the blade.

No evidence of any preexisting mechanical malfunction was observed with the airframe, engine, or propeller that would have precluded normal operation.

Submitted by: Joshua Cawthra