



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region
Denver, Colorado

Investigator's Statement

WPR17FA125

On Scene Examination

June 14, 2017

Examination Observers:

Jennifer Rodi – NTSB, CRA – Denver, Colorado

Peter Basile – Textron Aviation – Wichita, Kansas

During the examination, the following observations were made:

The wreckage was located in forested terrain and was fragmented into several large pieces and many smaller pieces. The debris field started towards the top of a steep hill and continued down to the bottom of the same hill, about 500 feet. Additional pieces were found in the dry creek bed at the bottom of the first hill and along the side and top of the adjacent hill. Several tree tops between the two hills exhibited signatures consistent with fresh breakage due to impact with the airplane.

A global positioning system receiver recorded the position of the wreckage as 38 degrees 16 minutes 35.109 seconds north and 120 degrees 26 minutes 41.260 seconds west. The approximate elevation of the accident site was 2,950 ft. The airplane impacted terrain on an approximate heading of south.

The fuselage, right engine, and portions of the right wing were towards the top of the first hill.

The fuselage included the instrument panel, seats, and cabin area. The instrument panel was fragmented. The occupiable space of the fuselage was compromised.

The right wing was fragmented into multiple pieces but included the right aileron and right flap. Portions of the aileron control cable exhibited signatures consistent with broomstraw signatures and overload.

The right propeller assembly separated from the engine at the propeller flange and was embedded in the side of the hill. The propeller assembly included all three propeller blades. All

three propeller blades exhibited bends and twists. The right engine was impact damaged and the magnetos separated. The p-leads were impact damaged.

The left propeller assembly was separated and embedded in the ground downhill from the fuselage and uphill from the left engine. The propeller assembly included all three propeller blades. All three propeller blades exhibited bends and twists.

The empennage, which included portions of the horizontal and vertical stabilizers, the rudder, and elevators, was located to the east and downhill from the fuselage. The flight control cables, pullies, and control tubes were continuous forward to the forward empennage. Separation signatures were consistent with broomstraw signatures and overload.

The vegetation in the immediate vicinity of the empennage, the right wing, and the left wing was brown and discolored consistent with fuel blight. Law enforcement officers on scene reported a strong smell of fuel.

The debris field extended from near the top of hill at the fuselage and continued downhill to left wing and left engine. Torn metal, fuel bladder fragments, PPlexiglas, and various components were located within the debris field.

The left engine and fragments of the left wing were located at the bottom of the hill short of a dry creek bed. The left wing was fragmented and included pieces of the right aileron and right flap. The leading-edge skin exhibited accordion crushing. The left main landing gear was found under the left flap assembly. The outboard three feet of right-wing tip was located 10 feet east of the left wing and engine.

The left engine was impact damaged and came to rest inverted. Dirt and vegetation were embedded in the engine. The exhaust tubing was separated and crushed.

The flap actuator measurement was consistent with the flaps being retracted. The landing gear positions were consistent with the landing gear being retracted.

The outboard three ft of the left-wing tip was located at the top of the adjacent hill.