



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

February 22, 2018

ON SCENE OBSERVATIONS

WPR18FA093

This document contains 11 embedded photos.

A. ACCIDENT

Location: San Diego, CA
Date: February 21, 2018
Aircraft: Cirrus SR22T, Registration N707DF, Serial #1621
NTSB IIC: Samantha Link

B. EXAMINATION PARTICIPANTS:

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C. SUMMARY

The on scene examination of the airplane was conducted on February 22, 2018. The wreckage was located in a construction site about one mile northeast of the Montgomery-Gibbs Executive Airport (MYF), San Diego, California.

D. DETAILS OF THE INVESTIGATION

1.0 Scene Overview

- The airplane came to rest on the corner of a construction site about one mile northeast of the airport center, which is about 1/2 mile from the departure end of runway 5.
 - The accident site consisted of level terrain with loose dirt and rocks. Prior to the accident, the construction crews had dug a trench about 2 feet wide and 3 feet deep. The trench had a curb (from a previous road) stretching diagonally across it.
 - There were several trees and a light pole along the northern edge of the accident site
 - The trees were undamaged

- The light pole was leaning slightly to the west with fragments of right wing were wedged into the base of the pole, otherwise it was undamaged.
 - The outboard portion of the right wing was separated into two pieces that came to rest at the base of the pole
- A small impact crater was observed about 7 feet in front of the nose of the main wreckage, extending from the crater were two narrow impact marks extending from it, consistent with propeller blade leading edges. In this area were small pieces of unknown airframe debris, and a propeller blade.
 - To the north of the impact mark was a fence that was damaged downward, in the shape consistent with the leading edge a wing, the outboard right wing components came to rest on the other side of this fence.
 - To the south of the small impact crater was the curb that extended along the trench. The curb sustained damaged and small fragments of unknown airframe components were embedded in the crack, and around the immediate area.

1.1 Overview Pictures of Scene



Figure 1: Left Side of Airplane

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Figure 2: Empennage



Figure 3: Forward View of Airplane



Figure 4: Impact Crater and Curb Damage from Left Wing



Figure 5: Damaged Fence Consistent with Right Wing Impact

2.0 Airframe

- The airplane came to rest on its belly about 7 feet northeast of the small impact crater at a heading of 195.
- The airplane was mostly whole, and debris was contained to a small area around the main wreckage.
 - A strong smell of fuel was present
- The engine cowling was separated from the airframe
 - Some fragments from the cowling were found in between the initial impact crater and the main wreckage.
- The engine was nose low in the dirt and initial visual inspection revealed no obvious catastrophic anomalies.
 - The spinner was crushed flush against the propeller hub
 - Two propeller blades remained secured to the propeller hub and sustained trailing edge damage.
- The trailing edge of the left wing was embedded straight down into the dirt, the upper and lower wing skins were mostly detached from the wing spar.
 - The wing spar was mostly whole and sustained damage throughout
 - No fuel was present in the wing
- The inboard right wing remained attached to the airframe. The upper and lower wing skins were separated from the wing spar.
 - The outboard wing spar was fracture separated; the inboard wing spar was mostly whole and sustained damage throughout
 - No fuel was present in the wing
 - The inboard wing skin was split into upper and lower halves
- The airframe was fracture separated around the cabin area.
 - The instrument panel was heavily damaged, and the screens were shattered
 - One memory card was extracted from the multi-functional display
 - The Hobbs meter read 66.1 and the flight meter read 53.7
 - Five seats were present in the airplane
 - The pilot seat was separated from the track and the tracks sustained scraping damage along 5 stop holes
 - One of the stop pegs was sheared off
 - The forward seat stop was damaged
 - The pilot's seat belt was cut by first responders
 - The buckle and latch were manipulated and functioned normally.
 - The remaining four seats remained secured to the airframe with the seat belts secured in place.
- The aft fuselage and empennage were mostly intact and sustained minimal damage.
 - The parachute was extended from the aft fuselage, but it was still folded
 - The rocket extended, and about 1 foot of the incremental bridal was unzipped.
 - The parachute handle within the cockpit was found in the stowed position with the pin still installed.
 - The right horizontal stabilizer outboard edge came to rest against the fence and sustained upward crush damage.
 - The left horizontal stabilizer was undamaged.

- o The rudder was removed and Cirrus' Recoverable Data Module (RDM) was removed from the airplane for shipment to the NTSB Recorders Laboratory.
- Control continuity was established throughout the airplane
 - o The rudder and elevator controls were continuous, but bound due to the positioning of the airplane
 - Pitch trim was neutral
 - o The aileron cables were continuous; however, they were bound due to the damage to the cabin area.
 - One aileron cable was fracture separated at the wing root
 - The aileron cables within the wing structure were continuous
 - The roll trim was positioned slightly left of neutral
 - o The flaps were in the up position

2.1 Airframe Photos



Figure 6: Right Wing

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Figure 7: Right Wing Damage



Figure 8: Spinner Damage

3.0 Engine

- The engine was mostly intact with no obvious visual anomalies.
- The induction system was heavily damaged and disconnected
- The right magneto was fracture separated from its mounting pad
 - Three of six leads on both magnetos were pulled out of the ignition harness cap
- Fittings for the upper deck pressure reference lines were broken
 - Some lines were completely loose because they were broken on both ends
- The oil dip stick was removed, and very little oil was present on the stick, it was noted that oil was present in the dirt underneath the engine
- The oil filter was fracture separated
- The oil sump was crushed upwards into the crankcase
 - Hole in the bottom of the sump
 - Oil on the ground below the engine
- Then engine did not rotate when it was manipulated by hand.
- The fuel line from the fuel pump to the engine was disconnected. The fuel pump rotated freely by hand
 - Fuel was observed coming from the pump
- Mixture arm moved freely from stop to stop
- Throttle arm moved freely from stop to stop
- The drive coupling remained intact
- The starter and part of the adapter were fracture separated

3.1 Engine photos



Figure 9: Top of Engine



Figure 10: Accessory Section of Engine



Figure 11: Bottom of Engine

END.

Submitted by: Samantha Link