



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

August 13, 2018

ON SCENE OBSERVATIONS

WPR18FA219

This document contains 13 embedded photos.

A. ACCIDENT

Location: Sylmar, California
Date: August 12, 2018
Aircraft: Beech A36TC, Registration N136RM, Serial #EA97
NTSB IIC: Samantha Link

B. EXAMINATION PARTICIPANTS:

Samantha Link
Aviation Accident Investigator
National Transportation Safety Board
505 South 336th Street, Suite 540
Federal Way, WA 98003

Peter Basile
Air Safety Investigator
Textron Aviation
1 Cessna Blvd
Wichita, KS 67215

Nicole Charnon
Senior Air Safety Investigator
Continental Motors
2039 S Broad Street
Mobile, AL 36615

Jerry Dees
Aviation Safety Inspector
Federal Aviation Administration
16501 Sherman Way #330
Van Nuys, CA 91406

Eric Burg
Aviation Safety Inspector
Federal Aviation Administration
16501 Sherman Way #330
Van Nuys, CA 91406

C. SUMMARY

On Scene examination of the airframe and engine was conducted on August 13, 2018. No obvious anomalies were noted during the examination.

D. DETAILS OF THE INVESTIGATION

1.0 On Scene Overview

- The airplane came to rest in a field adjacent to interstate I-5. The debris path was about 107 feet long. The first identified point of impact was a strip of disturbed dirt with a fragment of grey paint in the area. About halfway through, and to the right of the strip of dirt was a paralleling strip of disturbed dirt. Followed by a large disturbed area and the nose landing gear strut. There is about an 80-foot section of mostly undisturbed

grass with pieces of plexiglass, the left wingtip, and nose gear landing door scattered throughout the area. The main wreckage was the end of the debris path.

- The main wreckage came to rest mostly whole and upright. The engine and forward fuselage were fracture separated with the exception of the some of the left side fuselage. The engine came to rest upside down and to the left of the cabin area. The three bladed propeller was still attached to the hub, all three blades were bent aft. One blade exhibited chordwise paint burnishing. The left wing was heavily damaged and was covered in dirt consistent with that found at the accident site. The wing was bent aft at the root and fractured midspan. The outboard section was bent aft underneath the inboard section and came to rest with the leading edge facing aft. The left main fuel tank was breached, and the left main landing gear was fracture separated. The left aileron was fracture separated with the exception of the inboard about one foot which was still secured at its attachment point. The left tip tank remained attached to the wing and the outer fiberglass was damaged and separated, however, the tank itself was mostly undamaged. The left side fuselage was intact although exhibited inboard crushing at the trailing edge of the wing. The empennage was intact and mostly undamaged. The right side aft fuselage was intact and mostly undamaged. The right wing was mostly whole; however, the rear spar was fractured at the root and the forward portion of the wing was bent downward. The right main landing gear remained attached and was found in the down and locked position. The forward portion of the right wing tip tank was crushed inboard. The right wing main fuel tank appeared to be undamaged and the fuel cap was secured. The cabin area exhibited heavy crush damage at the forward seats and floor board. The instrument panel was fracture separated from the right side for the fuselage and exhibited crush damage in the center.

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1.1 Scene Photos



Figure 1: Start of Debris Path



Figure 2: Right Side of Airplane



Figure 3: Forward and Left Side of Airplane



Figure 4: Left side of Airplane



Figure 5: Empennage

2.0 Airframe Examination

- Control continuity was established throughout the airframe with the exception of the cabin area due to impact damage.
- The left wing main fuel tank was heavily damaged
 - The fuel cap was still secured in place
 - When the left wing was moved for recovery purposes, an unknown quantity of fuel was observed exiting the tank.
- The right wing main fuel tank remained intact
 - The fuel cap was still secured in place
 - The recovery company removed at least 12 gallons of fuel from the tank
- Wingtip fuel tanks
 - The left wingtip tank was breached and no fuel was observed
 - The left auxiliary fuel tank gauge was destroyed
 - The right wingtip tank was breached and no fuel was observed
 - The right auxiliary fuel gauge indicated empty
- Four of the six cabin seats were observed within the airplane and they remained secured in place.
 - The left seat seatbelt was found draped across the seat and was unlatched. The shoulder harness was found secured to the lap belt.

2.1 Airframe photos



Figure 6: Cabin Area



Figure 7: Left Wing



Figure 8: Right Main Landing Gear



Figure 9: Instrument Panel

3.0 Engine Examination

- Engine came to rest inverted with the odd-side cylinders lying low
- The engine was covered in dirt and grass consistent with that found at the accident site
- The intake filter remained in the bracket and the intake air box was deformed and flattened
- The inlet to the turbocharger impeller was clear and the impeller rotated freely
- The mixture control cable remained attached to the mixture control lever and the lever remained with the shaft; however, the mixture lever was bent.
- The throttle cable remained attached to the throttle lever, however, the throttle lever was fractured and exhibited deformation.
 - o The throttle control was manipulated by hand and corresponding motion was observed at the throttle shaft
- The fuel metering unit to the manifold valve fitting was observed fracture separated at the metering unit consistent with impact damage

3.1 Engine Photos



Figure 10: Left Side of Engine



Figure 11: Propeller Blades



Figure 12: Top of Engine



Figure 13: Accessory Section of Engine

END.

Submitted by: Samantha Link