



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

September 7, 2019

ONSITE EXAMINATION NOTES

WPR19FA250

A. ACCIDENT

Location: Henefer, UT
Date: September 4, 2019
Aircraft: N94262
NTSB IIC: Albert Nixon

B. EXAMINATION PARTICIPANTS:

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

Kurt Gibson
Air Safety Investigator
Continental Motors
Mobile, AL

Ricardo Asensio
Textron Aviation
Senior Air Safety Investigator
Wichita, KS

C. SUMMARY

Examination of the airplane wreckage was conducted on September 6 and 7, 2019, at the accident site in mountainous terrain, about 5 miles from Henefer, Utah. No evidence of preimpact mechanical failure or malfunction was noted during the examination of the airframe and engine.

D. DETAILS OF THE INVESTIGATION

1.0 WRECKAGE AND IMPACT INFORMATION

Examination of the accident site revealed that the white and blue colored airplane impacted terrain about 150 ft below the top of a ridgeline. All major components of the airplane were contained within the main wreckage site. About 30 ft before where the main wreckage came to rest, a large disturbance in the ground was observed. The disturbance measured about 22 ft long by 9 ft wide. Small fragments of the airplane, and propeller blade tips were found in the disturbance. The wings were partially attached and angled towards the ground about 45°.

The fuselage came to rest upright, on a heading of about 345° magnetic on a mountain slope of about 35°. The airplane wings were nearly level with the slope of the mountain. The wreckage site was located in mountainous terrain, with heavy vegetation and numerous rocks, and at an

elevation about 6,533 ft. Rescue personnel had cut two cables in the cabin; the aileron cable in the door post and a flap cable in the cabin. There was no postimpact fire affecting the main fuselage. However, one of the engine mufflers had separated and started a small grass fire near the wreckage.



Figure 1: Airplane wreckage as viewed driving into the canyon.



Figure 2: Airplane wreckage as viewed from the left side.

The left wing sustained substantial leading-edge damage on the entire span, with substantial crushing damage observed on the outboard 2 ft. The left flap and aileron were still attached. The left aileron was bent upwards about the inboard 1/3. The left flap appeared to be retracted. The left main gear was extended outward consistent with impact damage. The left fuel tank was breached. The fuel cap was secured in place and the seal in good condition.

The right wing sustained substantial leading-edge damage on the entire span. The right flap and aileron were still attached. The right flap appeared to be retracted. The right fuel cap was secured in place and the seal in good condition. Some residue fuel was observed in the tank and a strong odor of fuel was present. The right main landing gear appeared to be retracted.

The fuselage was bent downward about mid-cabin. The top of the fuselage was crushed outward. The instrument control panel and cabin area were substantially damaged and situated under and to the right of the main fuselage and sitting on top of the engine. The bank indicator showed the airplane in about 35° of left bank.



Figure 3: Airplane wreckage as viewed from the rear.

The empennage remained attached to the fuselage and was relatively intact. Flight control continuity was unable to be established due to the impact damage and the precarious position of how the airplane was situated on the mountain slope. The vertical stabilizer and rudder were attached to their respective attachment points. The left and right horizontal stabilizers and left elevator were attached and were relatively intact. The right elevator counterweight was partially attached and bent downwards. The elevator trim was observed in about the neutral position.

The Continental engine was only attached by cables and tubing. It came to rest upright in the opposite direction of the main fuselage and under the fuselage. On the engine's right side, the rocker cover panels were attached and appeared intact. The engine displayed some impact damage. The throttle meter assembly and started had separated. The rest of the engine accessories appeared to be attached.

The three-bladed propeller separated from the crankshaft and was located about 10 ft from the main wreckage. All blade tips were separated. One blade was loose at the hub. Chordwise scratches and gouges were observed. The two other blades were bent forward about 6 inches from the tip and exhibited light scratching. The spinner and propeller hub were still attached to the hub. The propeller spinner was crushed, partially broken, and exhibited impact markings.

A GoPro camera that was located the prior day by law enforcement at the accident site was secured for shipment for potential download of video.

3 personal bags and 3 coolers were located in the wreckage and weighted. The total weight 54.5 pounds. 2 additional coolers were observed in the cabin area. (about 25 pounds additional).

It was noted that the accident site by the NTSB investigator in charge that the accident site was located in a box canyon, surrounded by higher terrain.

The site examination was completed on September 7th, when the airplane wreckage was recovered.

Submitted by: Albert Nixon