



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

September 20, 2019

ONSITE EXAMINATION NOTES

WPR19FA262

A. ACCIDENT

Location: Torrance, CA
Date: September 19, 2019
Aircraft: N2323Y
NTSB IIC: Albert Nixon

B. EXAMINATION PARTICIPANTS:

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

Mark Platt
Senior Air Safety Investigator
Lycoming Engines
Williamsport, PA

Stephen Parrent
Principle Avionics Inspector
Federal Aviation Administration
Long Beach, CA

Jennifer Barclay
Air Safety Investigator
Textron Aviation
Wichita, KS

Raymond Hanna
Principle Maintenance Inspector
Federal Aviation Administration
Long Beach, CA

C. SUMMARY

Examination of the airplane wreckage was conducted on September 20, 2019, at the accident site about 1 mile east of Zamperini Field Airport (TOA), Torrance, California. 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 red and white colored airplane impacted a roof of a shopping mall consisting of a series of shops and restaurants. Specifically, a nail shop's roof was penetrated by the airplane near the back portion of the roof. The wreckage site was at an elevation of about 108 ft. The right wing was dangling off the roof and remained connected via

the control cables. The airplane's fuselage had penetrated through a hole in the roof and was angled downwards towards the ground about a vertical angle. The empennage was protruding from the roof top. All major components of the airplane were contained within the main wreckage site. Most of the wreckage debris, consisting of small fragments, was scattered about 30 ft from the main wreckage. On the roof top, the left wing had partially separated and remained attached to the spar carry through structure and was located on the roof. The left wing made an impression on the roof top and at the outboard end of the impression, pieces of red lenses were observed, consistent with the left position light. The fuselage came to rest pointed downward on a heading of about 086° magnetic. The area on the roof where the airplane came to rest had several wood beams broken and angled towards the ground. Recovery personnel cut the wings and horizontal stabilizers. There was no postimpact fire.



Figure 1: Airplane wreckage as viewed from the left side on the roof.



Figure 2: Airplane wreckage as viewed from the ground.

The left wing sustained substantial leading-edge damage on the entire span and the leading edge was bent upwards. The left flap and aileron were attached at all their respective attachment points. The left tank fuel cap was observed secured. The left main landing gear strut, wheel, and a portion of the wheel fairing had separated and were located on the ground near the main wreckage. The forward portion of the fairing was embedded in the roof.

The right wing sustained substantial leading-edge damage on the inboard 1/3. The right flap and aileron were attached at all their respective attachment points. The flap appeared to be partially extended. The right wing tip had separated. The fuel cap was observed secured. Fuel was observed leaking out of the outboard end of the wing during recovery. The right main wheel and fairing had separated and was located on the roof.

The empennage remained attached to the fuselage and was relatively intact. The vertical stabilizer and rudder were attached to their respective attachment points. The left and right horizontal stabilizers were attached and relatively intact. The stabilizer trim tab was attached and intact. Flight control continuity was unable to be established due to the precarious position of how the airplane was situated.

The instrument control panel and cabin area were substantially damaged. The fuel selector was observed in the both position. The ignition was in both. The attitude indicator indicated that the airplane was inverted. On the circuit breaker panel, the flaps and nav lights circuit breakers were in the open position. The primer was closed. The ELT was found intact, secured in position, and the unit power was in the off position. The front seat's left and right lap belt were cut by rescue personnel.

The engine came to rest partially attached to the front of the fuselage, located near the ground. The engine appeared to be attached at its engine mounts. The carburetor and gascolator were still attached. The controls to the carburetor were intact. The rocker cover panels were attached, however on the right side, the front right cover exhibited impact damage. All engine accessories appeared to be present. No oil was observed leaking at the wreckage site. The intake appeared to be free of obstructions. The exhaust tubing was attached and appeared to be intact. All the fuel lines were attached.

No bird remains or feathers were present in any of the windshield fragments, in the cabin area, or the main wreckage.

The two-bladed propeller was attached to the crankshaft. Both blades exhibited chordwise scratching and trailing edge twisting. The spinner and propeller hub were still attached to the crankshaft flange. The propeller spinner was crushed and exhibited impact markings.

Several batteries and electronic equipment were located in the wreckage. The equipment was weighted about 199.2 pounds.

The site examination was completed, and the airplane wreckage was recovered for future examination.

Submitted by: Albert Nixon