



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

October 9, 2019

ONSITE EXAMINATION NOTES

WPR20FA005

A. ACCIDENT

Location: Camarillo, CA
Date: October 8, 2019
Aircraft: N501BD
NTSB IIC: Albert Nixon

B. EXAMINATION PARTICIPANTS:

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

Ryan McGregor
Aviation Safety Inspector
Federal Aviation Administration
Van Nuys, CA

Frank Motter
Aviation Safety Inspector
Federal Aviation Administration
Van Nuys, CA

C. SUMMARY

Examination of the airplane wreckage was conducted on October 9, 2019, at the accident site about 1 mile east of Camarillo Airport (CMA), Camarillo, California. No evidence of preimpact mechanical failure or malfunction was noted.

D. DETAILS OF THE INVESTIGATION

1.0 WRECKAGE AND IMPACT INFORMATION

Examination of the accident site revealed that the silver-colored airplane impacted flat terrain in a field of lettuce. The lettuce was planted in rows that were orientated on about a perpendicular direction from which the airplane impacted the terrain. Where the lettuce was, about a foot of dirt was elevated by being plowed. Additionally, metal irrigation pipes (about 2 inch in diameter) were located between the lettuce rows. The wreckage site was at an elevation of about 60 ft. A large ground disturbance was observed about 60 ft from the wreckage that measures about 10 ft by 30 ft. An irrigation pipe was observed to have impact marking that were consistent with the airplane striking it. The ground disturbance was on a 120° that led to the main wreckage. The airplane came to rest inverted on about a 125° magnetic heading. All major components of the



Figure 1: Airplane wreckage as viewed from the right side.



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

airplane were contained within the main wreckage site. Most of the wreckage debris, consisted of small fragments of the canopy and the landing gear that had sheared off. The rescue personnel had cut off the forward section of the airplane, to about the area of the rear cockpit. There was a postimpact fire that thermally damaged the cockpit area and middle bottom section of the airplane.

The left wing was attached and sustained damage to the leading edge about the outboard 1/3. Chordwise scratching was observed on the wing bottom. The left flap and aileron were attached at all their respective attachment points. The flap appeared to be near the neutral position. The scratches on the flap were consistent with the flap near the neutral position. The left tank fuel cap was observed secured. The left main wheel assembly had separated and were located near the main wreckage. The left main gear appeared to be extended. The wing tip was separated.

The right wing was attached and chordwise scratches were observed on bottom of the wing for the inboard half. The leading edge was intact. The right flap and aileron were attached at all their respective attachment points. The flap appeared to be near the neutral position. The right-wing tip was bent downwards. The fuel cap was observed secured. Fuel was observed leaking out of the wing root during recovery. The right main wheel assembly had separated and was located near the wreckage. The right main gear appeared to be extended.

The empennage remained attached to the fuselage and was relatively intact. The vertical stabilizer and rudder were attached to their respective attachment points. The rudder trimtab was near the neutral position. The left and right horizontal stabilators were attached and relatively intact. Flight control continuity was established to the ailerons and rudder. Flight control To the stabilator was unable to be established due to the position of how the airplane was situated.

The instrument control panel and cabin area were substantially thermally damaged. Chordwise scratches were observed on the bottom inboard half of the fuselage. The tail skid was intact.

No oil was observed leaking at the wreckage site. The intake appeared to be free of obstructions. The exhaust tube was attached and appeared to be intact.

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

The two-bladed warp drive propeller was attached to the crankshaft. Both blades appeared to be intact.

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

Submitted by: Albert Nixon