



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

November 8, 2019

ON SCENE OBSERVATIONS

WPR20FA019

This document contains 10 embedded photos.

A. ACCIDENT

Location: Upland, CA
Date: November 7, 2019
Aircraft: Cirrus SR22, Registration N220MT, Serial #2748
NTSB IIC: Samantha Link

B. EXAMINATION PARTICIPANTS:

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C. SUMMARY

An on scene examination of the airframe and engine was conducted on November 8, 2019. No anomalies were noted during the on scene examination.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site Overview

- The airplane came to rest inside of a house within a residential area about 1/2 mile from the runway 24 threshold of the Cable Airport, Upland California.
 - A post crash fire ensued
 - The airplane was destroyed, and the house was heavily damaged.
- The wreckage was mostly contained within the western most room of the house. The roof and the contents of the room were completely consumed by fire.

- The western wall of the house and an adjacent brick wall exhibited extensive crush damage. A large portion of the outboard end of the left wing and wingtip, left aileron, and a fragment of the left flap were present on the neighbor's property.
- Most of the airframe was consumed by the post impact fire. The engine cowling, forward fuselage, cabin fuselage, aft cabin, aft fuselage, most of the left and right wings, the horizontal and vertical stabilizers were not present.
- The engine came to rest upright and nose low. The firewall and instrument panel remained attached to the engine; however, they exhibited heavy thermal damage and were covered in burned debris.
 - There were no obvious visual signs of mechanical failure or malfunction of the engine.
 - Just aft of the instrument panel were the seat frames for front pilot and passenger seats.
- All three propeller blades remained attached at the hub but were separated at the blade root. Two blades were completely separated and only the balance tube was present; one of the balance tubes was bent aft at about a 45-degree angle, and the second balance tube was bent slightly. Only about 1/3 of the blade root remained on the third propeller; the blade root exhibited heavy thermal damage. The outboard about 2/3rds was not present.
- The spinner remained attached and was mostly whole, although it exhibited some crush damage and heavy thermal damage.
- The parachute risers and suspension lines were draped over a palm tree slightly northwest of the main wreckage. And the parachute was found in an adjacent neighbor's yard. The slider was observed at the base of the parachute. The beeswax coating on the vent lines at the apex of the parachute canopy remained stuck together consistent with a packed state.
 - The parachute enclosure cover was found in the accident house backyard.

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1.1 Accident Site Photos



Figure 1: Font of House



Figure 2: Overview of Main Wreckage from Adjacent Room



Figure 3: Front of Airplane



Figure 4: Right Side of Airplane



Figure 5: Cabin Area

2.0 On Scene Airframe Examination

- The nose landing gear leg remained attached to the engine mount.
- The left main landing gear leg remained attached.
- The right wing was mostly consumed by fire and was not present with the exception of a portion of the wing spar, the TKS panels and the right-hand aileron control cable.
- The airplane came to rest upright, with its nose pointing toward 55 degrees.
- Most of the airframe was completely consumed by fire.
- Flight control continuity was established for the right and left aileron control cables. Rudder and elevator control continuity was established from the fuselage station 306 bulkhead area (aft end of cables) to the turnbuckles. Cable continuity forward of the turnbuckles was not possible on scene.

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2.1 Airframe Photos



Figure 6: Instrument Panel



Figure 7: Neighbor Side Yard



Figure 8: Extended Parachute Suspension Lines



Figure 9: Parachute

3.0 On Scene Engine Examination

- The engine came to rest upright and it exhibited heavy thermal related damage. It was heavily covered in fire related debris.
- There were no obvious visual signs of mechanical malfunctions or failures.

3.1 Engine Photos



Figure 10: Engine at Accident Site

END.

Submitted by: Samantha Link