



SUMMARY OF FINDINGS

Tealeye Cornejo

Air Safety Investigator (Field)

Western Pacific Region

Date: November 17, 2021

Person Contacted: Casey Love, Textron Aviation

NTSB Accident Number: WPR20LA319

Narrative:



Photo 1 - Wreckage Layout

The fuselage and wings were fracture separated into multiple segments and highly compressed. All flight controls were present at the examination.

The aft section of the fuselage separated from the cabin at fuselage station 65.

The wings were fracture separated at the wing attach fittings. Each wing was fragmented. The ailerons remained attached to the wing spar attach points.

The pilot seat was not observed. The copilot seat was recovered. The seat back was intact. The seat feet were intact. The seat rails were not observed. Both shoulder harness were cut.

The aileron control yokes, rudder pedals, along with the firewall instrument panel and engine were not recovered.

Aileron control continuity was established from each flight control surface to the wing root where the cables were tension overload separated. The cabin section of the aileron control cable system was not recovered.

Elevator and rudder control continuity was established from the control surfaces to fuselage station 65. One elevator was fracture separated and the other was cut. The cables remained attached to the bellcranks. The sections of control cable forward of fuselage station 65 were not recovered.

The elevator and rudder remained attached to the stabilizers. The rudder and vertical stabilizer was cut by recovery personnel.

The elevator and pitch trim servos were observed with the cables secured around the capstan.

The elevator trim actuator measured 1.0" which equates to approximately 8 degrees tab down.

The elevator trim stop blocks were secured to the cables and did not exhibit signs of slippage.

The aileron autopilot servo was observed with the cable securely around the capstan and attached to the aileron bell crank.

The flaps were in the retracted position.

The fuel selector was in the BOTH position.

Both wing fuel tanks were breached.

The fuel system was fractured into multiple segments.



Photo 2 - Main Wreckage



Photo 3 - Left Wing



Photo 4 - View of the left side of the wreckage



Photo 5 - Rear view of Airplane