



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

November 13, 2020

ONSITE EXAMINATION NOTES

WPR21FA048

A. ACCIDENT

Location: Los Angeles, CA
Date: November 12, 2020
Aircraft: N939CP
NTSB IIC: Albert Nixon

B. EXAMINATION PARTICIPANTS:

Eliot Simpson
Senior Aviation Accident Investigator
National Transportation Safety Board
Federal Way, WA

C. SUMMARY

Examination of the accident site was conducted on November 12, 2020, at the accident near the Whiteman Airport (WHP), Los Angeles, 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

The airplane came to rest on the east side of a residential street, about 175 ft northwest of the runway 12 threshold.

The west side of the street was lined with a series of 40 ft-tall-power transmission poles, spaced about 150 ft apart. The first identified point of impact was to a top power line bridging these poles, which had been severed midspan about 250 ft northwest of the main wreckage. Four cars on the east side of the street, just north of the main wreckage exhibited evidence of airplane contact to their left sides, with the two cars closest to the wreckage both being completely consumed by fire.

The remnants of the airplane were facing northwest, opposite the presumed travel, and on top of the last car. The entire cabin through to the leading edge of the vertical stabilizer was consumed by fire, with only charred remnants of the main landing gear struts, instrument panel, and firewall easily discernable. The top of a power distribution pole on the east side of the street adjacent to the main wreckage had become impaled in the right side of the

cabin, and the pole had fallen.

The right wing was completely consumed by fire, with only charred fragments of the main spar remaining. The left wing was partially consumed, with only the outboard section tip and aileron section remaining.

The engine sustained extensive thermal damage and remained attached to the firewall. Accessory case components, including both magnetos, the engine driven fuel pump, and the vacuum pump sustained extensive thermal damage, but appeared to be secured to their respective pads. All spark plug leads were fire damaged.

The fuel flow divider was intact on top of the engine; all lines to the fuel injectors were intact. The fuel servo was located under the engine sump and appeared to have sustained external thermal damage. The mixture control and propeller governor cable ends remained affixed to their respective linkages at the fuel servo and propeller governor. The air inlet screen was burnt but appeared to be clear.

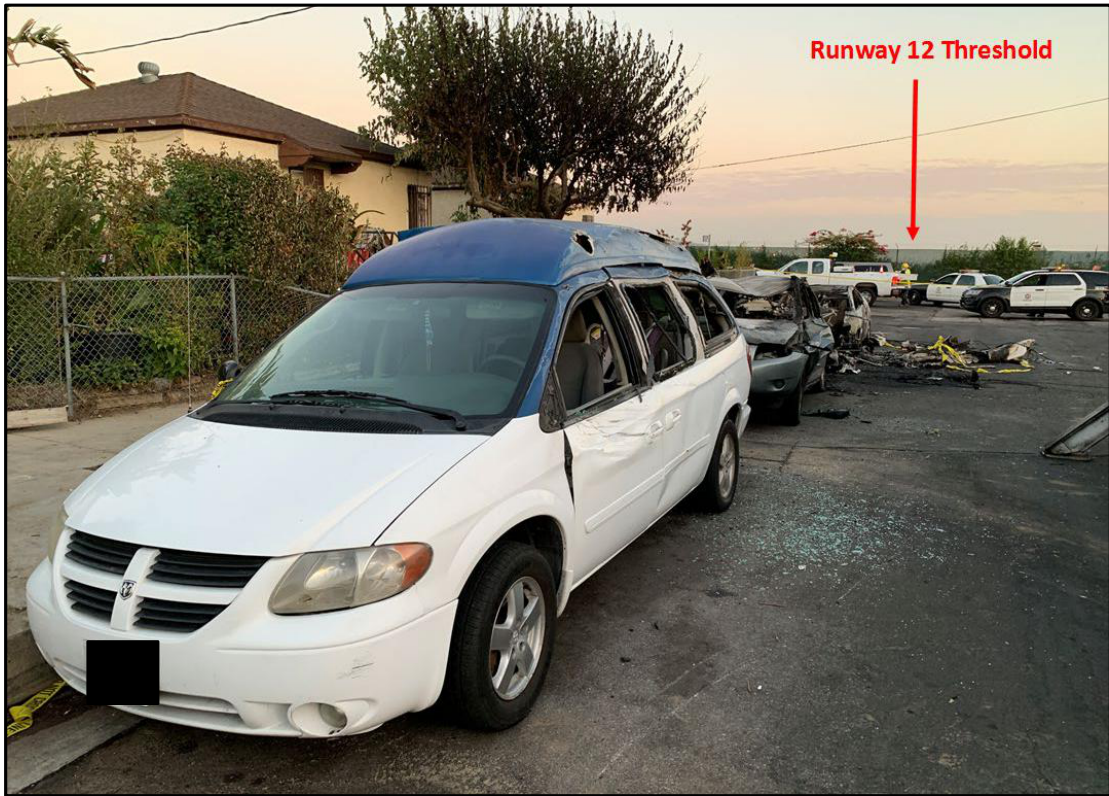
There was no outward evidence of catastrophic internal engine failure, and all six cylinders and their associated pushrods and rocker covers remained in place.

The propeller and hub assembly all three blades remained attached to the engine crankshaft. One blade exhibited 90 ° aft bending about 6 inches from the tip, and the remaining blades were generally intact. There was no evidence of chordwise scratches or striations to any of the visible blade surfaces.

Fire damage precluded an accurate assessment while at the accident site of the flight control conditions, along with the fuel selector valve, and flap positions.



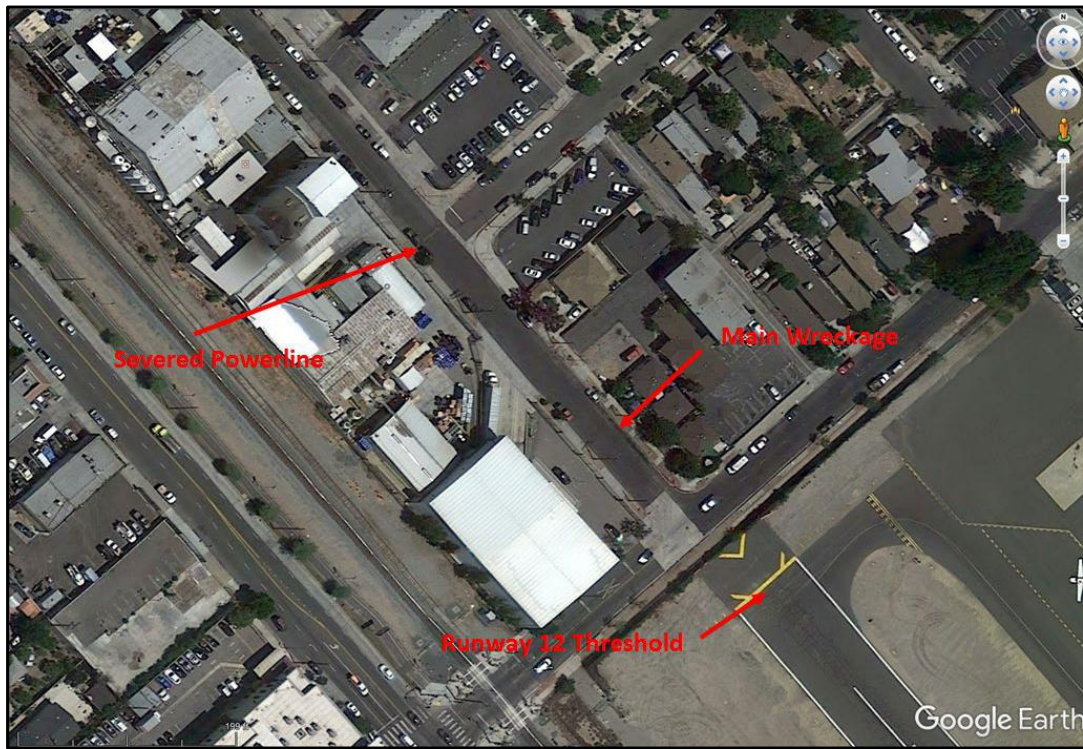
Accident site viewed to the Northwest.



Accident site viewed to the Southeast.



Accident Site viewed to the East.



Accident Site from above.

Submitted by: Eliot Simpson