



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

July 27, 2021

ONSITE EXAMINATION NOTES

WPR21FA288

A. ACCIDENT

Location: Tucson, AZ
Date: July 27, 2021
Aircraft: N966EZ
NTSB IIC: Albert Nixon

B. EXAMINATION PARTICIPANTS:

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

Steve Meisner
Aviation Safety Inspector
Federal Aviation Administration
Scottsdale, AZ

Mark Platt
Senior Air Safety Investigator
Lycoming Engines
Williamsport, PA

Brian Mehrrens
Aviation Safety Inspector
Federal Aviation Administration
Scottsdale, AZ

C. SUMMARY

Examination of the airplane wreckage was conducted on July 27, 2021, at the accident site on Ryan Field Airport (RYN), Tucson, Arizona. No evidence of preimpact mechanical failures or malfunctions were 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 airplane impacted terrain about 500 ft short of runway 06R on the extended centerline, at an elevation of about 2,390 ft. All major components of the airplane were contained within the main wreckage site. Only small pieces of wreckage debris were scattered about 200 ft from the main wreckage. The first identified point of contact was a ground scar from the left landing gear; it was followed shortly by the right landing gear and then the nose wheel. Subsequently, a large area of disturbed dirt, about 17 ft by 3 ft in size and about 12 inches deep, about 43 ft from the main wreckage. The airplane came to rest inverted in the middle of a field. There was no post impact fire.



Figure 1: Ground Scars at the Accident Site.



Figure 2: Airplane Wreckage Inverted as Viewed from the Front Side.

The fuselage came to rest on a heading of about 250° magnetic. The wings remained attached. The front portion of the fuselage, including the canards, was separated from the fuselage just in front of the rear seat. Flight control continuity was established from the rudder and ailerons to the control sticks. Both tires tracked dirt. The speed brake on the bottom of the airplane was extended.

Both wings leading and trailing edges were relatively intact. The wings sustained minimal damage and about 3 gallons of fuel was drained from them and was blue in color.

The left wing's vertical stabilizer and rudder were bent inwards about 90°. The right wing's vertical stabilizer and rudder sustained damage to the top portion.

The canopy rail remained attached and was observed to be in the latched position. However, the canopy was totally shattered into small fragments.



Figure 3: Airplane Wreckage Inverted as Viewed from the Right Side.

The front cabin area sustained substantial damage to the bottom portion, from the impact. The ground could be seen through openings at the cockpit bottom.

The engine remained attached and was observed to be relatively intact. The engine accessories remained attached and were relatively intact. The two-bladed wooden propeller remained attached, but both blades had splintered and only about 8 inches of the propeller blades remained attached from the hub. The propeller spinner was attached and intact.

Some residue fuel was observed in the fuel tanks and drained and was blue in color.

In the front cockpit, the ignition was selected to both; the throttle, mixture, and carb heat levers were all full forward. The primer was in and locked. The speed brake switch was deployed. The fuel selector was in the left tank position. The seat belts were a 4-point type.

The airplane wreckage was recovered to a secure facility for further examination.

Submitted by: Albert Nixon