

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR22FA173

ACCIDENT SITE SUMMARY

Factual Report

May 10, 2022

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A. ACCIDENT

Location: Grasmere, Idaho

Date: May 8, 2022

Time: 1419 MDT
2119 UTC

Airplane: N801DT, Experimental amateur-built Comp Air 8 SS52

B. ACCIDENT SITE SUMMARY PARTICIPANTS

NTSB-IIC Albert Nixon
 NTSB, AS-WPR
 Phoenix, Arizona

FAA Daniel Warnick
 FAA Aviation Safety Inspector
 Boise, Idaho

C. SUMMARY

The on-site examination of the airplane wreckage was Examination was conducted on May 9, 2022, at the accident site near Grasmere Airport (U91), Grasmere, Idaho. No evidence of preimpact mechanical failures or malfunctions were noted during the examination of the airframe and engine that would have precluded normal operation.

DETAILS OF THE ACCIDENT SITE

1.0 Main Accident Site

Examination of the accident site revealed that the airplane impacted terrain about 7 nm southwest of Grasmere Airport, on a magnetic heading of about 034° and at an elevation of about 5,780 ft. All major components of the airplane were contained within the main wreckage site. The wreckage debris trail was about 150 ft long. The first identified point of contact was a ground disturbance where the left position light was observed buried. Subsequently, about 20 ft further, the ground markings lead to a large area of disturbed dirt, about 6 ft wide by 15 ft long in size and about 18 inches deep. The ground scar continued from this area to the main wreckage. The airplane came to rest near the top of a rolling hill covered with sage brush. There was no post impact fire.



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



Photograph 2: Right wing as viewed from the wing root.

The fuselage came to rest on a magnetic heading of about 269°. Both wings were separated. The left wing was significantly damaged and disbanded and the right wing was relatively intact with some outboard leading-edge damage sustained. The front portion of the fuselage, including the instrument panel sustained substantial impact damage. The engine was bent to the right about 90°. Flight control continuity was established to the rudder.

There was a strong smell of fuel at the site and fuel staining was observed in the soil of the ground markings. Both fuel caps were found, and examined and no anomalies were noted.

Both horizontal stabilizers were separated and found in the debris trail near the main fuselage. The vertical stabilizer and rudder were attached and relatively intact.

The engine remained partially attached and sustained impact damage. The engine accessories remained attached and were appeared to be relatively intact. The three-bladed propeller hub separated, and all propeller blades remained attached to the hub. One blade had the outer portion separated. The propeller spinner was attached.

Miscellaneous personal and cargo items were estimated to weight about 300 pounds. A damaged iPad was removed for shipment to the laboratory for potential download of data. Due to damage sustained, no information was able to be downloaded from the iPad.

The accident site was about 1.100 ft north of state highway 51.

Submitted by:

Albert Nixon
Senior Aviation Accident Investigator