

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR22FA255

ACCIDENT SITE SUMMARY

Factual Report

July 17, 2022

Table of Contents

A. ACCIDENT	3
B. EXAMINATION PARTICIPANTS	3
C. SUMMARY	3
D. DETAILS OF THE ON SITE EXAMINATION.....	3
1.0 MAIN SITE EXAMINATION	3

A. ACCIDENT

Location: Lake McMurray, WA
Date: July 16, 2022
Time: 0730 PDT
1430 UTC
Airplane: N2588C, Aeronca 7BCM

B. ACCIDENT SITE SUMMARY PARTICIPANTS

NTSB-IIC Albert Nixon
Senior Aviation Accident Investigator
NTSB, AS-WPR
Phoenix, Arizona

C. SUMMARY

The on-site examination of the airplane wreckage was Examination was conducted on July 17, 2022, at the accident site near Arlington Municipal Airport (AWO), Arlington, Washington. No evidence of preimpact mechanical failures or malfunctions were noted during the examination of the airframe and engine that would have preclude normal operation.

DETAILS OF THE ACCIDENT SITE

1.0 Main Accident Site

Examination of the accident site revealed that the airplane impacted terrain about 10 miles northwest of the Arlington Municipal Airport (AWO), Arlington, Washington at an elevation of about 950 ft mean seal level. The debris path was orientated on about a 007° heading and was about 120 ft long. The first identified point of contact was a couple of separated treetops which led to the area where the fuselage came to rest. The airplane came to rest upright on a heading of southwest. All major structural components of the airplane were observed at the accident site. The airplane wreckage was mostly consumed by a post impact fire.

The terrain consisted of tall trees over about 120 ft in height on a hill slope of about 15°. The terrain was noted to be lower in elevation to the south. On the trees with separated tops, small fragments of aircraft debris were intertwined in the broken off branches that were scattered near the base of the trees. Fragments of the airplane were scattered about 120 ft from the main wreckage.

Most of the wreckage debris, consisted of small fragments of the fuselage and windshield and of the landing gear that had sheared off. Flight control continuity was unable to be established on site due to the extensive impact and thermal damage sustained by the airplane.



Figure 1: Airplane wreckage at accident site as viewed from the right side.



Figure 2: Trees near accident site; some with damage to the top.

Submitted by:

Albert Nixon
Senior Aviation Accident Investigator