

From: [REDACTED]
To: [REDACTED]
Subject: N111NW Investigation Notes
Date: Friday, March 25, 2022 4:39:11 PM
Attachments: [image001.png](#)

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Here are the preliminary findings and first looks. If you want to send me a Kiteworks invite, I'll do a photo dump as well:

- Location: (37.0584788, -113.4979018)
- Point of impact ~ 30 yards from where the aircraft came to a full stop
- Evidence of fuel in both wings
- Propeller showed little to no evidence of engine rotation at impact
- Throttle was found to be fully retarded
- There appears to be heavy oil spray on paneling aft of the left engine cowling and lighter oil spray on the left side aft of the wings. Given the short distance between impact and where the aircraft came to a stop, it seems unlikely that amount of spray would have occurred post impact. It is possible that this is a different fluid due to the excessive dust making it difficult to determine definitively.
- ADSB data indicates that at 19:42:36.398-9/10/2/3/2/3/0/T the elevation was ~3,800 above terrain and the next data point was not recorded.
- The previous owner stated he recently installed a new engine (didn't clarify on new vs overhauled).
- Pilot logs indicate that the PIC had only recorded one flight between the purchase date of 14 Jan, 2022 and the date of the accident. Also, last recorded flight prior to that was in 2013.

Give me a call next week and we can go through the pictures and we can talk shop.

JD

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AVIATION SAFETY INSPECTOR
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