

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR23FA047

ACCIDENT SITE SUMMARY

Factual Report

Dec 2, 2022

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A. ACCIDENT

Location: Torrance, CA
Date: 11/30/2022
Time: 1100 PST
1900 UTC
Airplane: N60MY

B. ACCIDENT SITE SUMMARY PARTICIPANTS

NTSB-IIC	Albert Nixon NTSB, AS-WPR Phoenix, Arizona
NTSB	Scott Johnson NTSB, AS-WPR Seattle, WA
FAA Inspector	John Bosley FAA FSDO Long Beach, CA
FAA Inspector	John Mulder FAA FSDO Long Beach, CA

C. SUMMARY

Examination of the airplane wreckage was conducted on December 1st and 2nd, 2022, at the accident site on Zamperini Field Airport (TOA), Torrance, California. No evidence of preimpact mechanical failures or malfunctions were noted during the examination of the airframe and engine.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site Examination

Examination of the accident site revealed that the white and maroon colored airplane impacted a grass field about 1250 ft short of the approach threshold of runway 11R. A ground disturbance consistent with the impact of the wings was observed in the ground. Numerous sections of the leading portion of the wings were observed in the ground disturbance. The terrain was generally flat with a drainage ditch, about a 1 ft

in depth, parallel to the runway. where the airplane impacted. The forward portion of the main wreckage was observed in a nose down attitude with the engine mostly buried in the ground. Most of the wreckage debris, consisting of small fragments, scattered about 25 ft from the main wreckage. Additionally, one propeller blade was located about 150 ft northwest of the main wreckage and a small section of the windshield was located about 100 ft north of the main wreckage. The wreckage site was at an elevation of about 90 ft.



Figure 1: Airplane wreckage in the field.

2. Airframe Site Examination

All major components of the airplane were contained within the main wreckage site. The front portion of the fuselage came to rest pointed downward towards the ground, on a heading of about 206° magnetic. There was no postimpact fire.

The left wing was separated from the fuselage and separated into several sections and sustained leading-edge damage on the entire span. The left flap and aileron were not attached and located near the main wreckage. The left main wheel was attached, and the wheel fairing had separated and located near the main wreckage. The nose gear and nose fairing were folded under the fuselage.

The right wing was separated from the fuselage and sustained substantial leading-edge damage on the entire span. The right flap and aileron were attached at all their respective attachment points. The flap was retracted. The right main wheel was attached, and the fairing had separated and was located nearby.

Numerous vertical cracks were observed on the fuselage. The empennage remained attached to the fuselage and was relatively intact. The vertical stabilizer and rudder were attached to their respective attachment points. The left and right horizontal stabilizers and elevators were attached and relatively intact. Flight control continuity was able to be established from the right aileron to the right-wing root, the rudder, and elevators. Flight continuity was unable to be established to the left aileron due to the impact damage.

The instrument panel instruments was partially buried in the ground and no instruments were able to be read.

The ELT was found intact, secured in position. The front seat's left and right lap and shoulder belts, and the rear seat lap belt, were cut by rescue personnel.

No bird remains or feathers were present in any of the windshield fragments, in the cabin area, or the main wreckage.

2. Engine Examination

The engine came to rest partially attached to the front of the fuselage, located near the ground. The engine appeared to be attached to most of its engine mounts. All engine accessories appeared to be present. No oil was observed leaking at the wreckage site.

The airplane was equipped with a two bladed Hartzell propeller. The two blades had separated from the propeller hub. One blade was found buried in the ground by the engine. The second blade was found away from the main wreckage.

The site examination was completed, and the airplane wreckage was recovered to a secure location for future examination.

Submitted by:

Albert Nixon
Senior Aviation Accident Investigator