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AS-WPR

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Subject: WPR23FA092, N4765G, Accident Site Examination Report

The airplane had undergone an annual inspection at Precision Aircraft Services at the Modesto Airport (MOD) that was completed January 4, 2023. The airplane remained at MOD until the pilot picked it up on the day of the accident, January 18, 2023. Fueling records and witness testimony indicate the airplane was topped off with 73.5 gallons of AvGas (100LL) on January 18, 2023.

The airplane impacted soft dirt terrain and was resting approximately 80° nose down on a 240° heading. Both the left and right engines and propellers were fully buried, with just the aft portions of the engines at ground level. Both the left and right wings were impact separated near the outboard edges of the wing flaps on each wing. The left aileron remained attached to the wing. The left wing tip fuel tank was embedded in the ground. The left flap was secured in a down position. The right flap shaft coupling had separated, and the flap it was loose on the wing.

The forward portion of the fuselage forward of the instrument panel was crushed and embedded in the ground. The fuselage was intact after the cockpit until just forward of the empennage. The empennage, including the left and right horizontal stabilizers and the vertical stabilizer, was bent to the right side of the aircraft. Both the left and right elevators, and the rudder remained attached to the empennage. All major structural components and flight controls were identified at the accident site. Flight control cable continuity was established from the control surfaces to the cockpit with overload separation at both aileron bell cranks consistent with impact damage.

About 15 gallons of liquid consistent with AvGas was removed from the left auxiliary fuel tank. The remaining fuel cells were compromised due to impact damage.

Left engine

The fuel pump was removed, the coupler shaft was found intact, and liquid consistent with AvGas was present in the pump.

The fuel divider cover was removed. Liquid consistent with AvGas was present in the divider. The diaphragm was intact, and the screen was clear of debris.

Each of the six top spark plugs were removed and each spark plug was in a lightly used/new condition.

The left engine was rotated via the propeller and valve train continuity was verified visually at each of the six cylinders. Rotation of the accessory/fuel pump drive was observed on the aft end of the engine, and spark was observed at each of the six top spark, plug wire leads.

Right engine

The bottom of the right engine exhibited impact damage and crushing of the oil pan. All three propeller blades were bent aft, preventing rotation of the propeller blades. The fuel divider was disassembled and fuel was found in the divider, the diaphragm was intact, and the fuel screen was free of debris. No further examination was attempted due to impact damage and conditions in the field. The engine was retained if further examination is warranted.