

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



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ONSCENE EXAMINATION REPORT

July 29, 2023

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A. ACCIDENT

Location: Glendive, Montana
Date: July 28, 2023
Time: 1410 MDT
2010 UTC
Airplane: Risen 915 iS (N2442)

B. ONSCENE EXAMINATION REPORT

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Investigator	Eleazar Nepomuceno National Transportation Safety Board Federal Way, Washington
FAA IIC	Jeffery Simmons Federal Aviation Administration Helena, MT



Figure 1: Accident site. (Courtesy of property owner)

C. DETAILS OF ON-SCEINE INVESTIGATION

1.0 Accident Site



Photograph 2: North view with deployed airframe ballistic parachute

Examination of the accident site revealed that the airplane came to rest on a heading of 001°magnetic. The engine forward of the instrument panel was canted to the right about 30°. All of the wreckage excluding the last 2 feet of the right-wing tip was consumed by postcrash fire. All major structural components of the airplane were accounted for at the accident site and no debris path was observed. Windshield fragments were found 30 ft forward of the main wreckage. Various carbon fiber pieces were scattered 30 ft beyond the tail section. The airframe ballistic parachute was found fired, but the parachute had not unfurled.

2.0 Airframe Examination

The instrument panel had two cables, throttle and mixture continuous from the control column to the engine attachment points. The air intake box had impact damage. The throttle setting was found in a low power position. The throttle assembly actuated freely from stop to stop. The engine mounts were still intact, and the upper truss was fractured consistent with impact damage. When the engine was turned over oil flowed out of the damaged oil filter. No obvious engine crankcase damage was noted.

The left-wing flap measured 88 inches from the fuselage and was connected to the flap track rail. From the end of the flap the aileron measured 41 inches to the wing tip end cap. Left aileron continuity was established from the aileron attachment point to the bell crank assembly to the control torque tube connected to the control stick. The left wingtip fuel tank and main filler were distinguishable. The left tip tank fuel line was connected to the main fuel tank connected to the fuel selector. The left flap was connected to the flap actuator and secured to the airframe at its attachment point. The left flap actuator was extended about 6 inches.

From the center of the two seats the left wing measured 166 inches, and the right wing measured 167 inches. Forward of this point to the propeller hub measured 8 feet and aft of this point 180 inches to the tail. The aft section of the fuselage remained intact to the cockpit. The left v-tail horizontal stabilator measured 71 inches from the center of the fuselage and the right v-tail horizontal stabilator measured 70 inches from the center. The control torque tubes for the left and right v-tail horizontal stabilators were connected fore and aft but melted mid-span. The mechanism to the airframe ballistic parachute was attached to the empennage assembly. The airframe ballistic parachute had been fired but not inflated.

The main and nosewheel landing gear were mostly consumed by fire and not able to be functionally tested.



Photograph 3: South view of the accident site

The right-wing flap measured 88 inches from the fuselage and was connected to the flap track rail. From the end of the flap the aileron measured 41 inches to the wing tip end cap. Right aileron continuity was established from the aileron attachment point to the bell crank assembly to the control torque tube connected to the control stick. The right wingtip inboard approximately 24 inches was the only part of the airplane that did not burn. The right wingtip fuel tank and main filler were distinguishable. The right tip tank fuel line was connected to the main fuel tank connected to the fuel selector. The right flap was connected to the flap actuator and secured to the airframe at its attachment point. The right flap actuator was extended about 6 inches.

Submitted by:

Scott Johnson
Aviation Accident Investigator