

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA124

ON SCENE SUMMARY REPORT

April 15, 2024

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A. ACCIDENT

Location: San Bernardino, CA
Date: April 13, 2024
Time: 20:41 Pacific daylight time
Airplane: N965BC, Gulfstream Corp 695A Twin Commander

B. ON SCENE SUMMARY REPORT

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C. SUMMARY

Documentation of the accident site occurred 4/15/24. All four corners were confirmed present and all primary flight controls were identified.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site

GPS Location: 34.21064 x -117.34217
Elevation: 2,541 ft msl

Examination of the accident site revealed that the airplane impacted mountainous terrain near the top of a 45° sloping ridgeline within a south facing ravine. Debris was dispersed along both sides of the sloping ridgeline. The first identified point of contact (FIPC) with the ground was near the top of the sloping ridgeline.

The debris field along the south facing slope was about 260 ft in length from the FIPC and was oriented on a magnetic heading of 236°.

The debris field along the north facing slope was about 190 ft in length from the FIPC and was oriented on a magnetic heading of 286°.

All major components of the airframe, all primary flight controls, and both engines and propeller assemblies were observed throughout the debris field.

The main wreckage came to rest upright, about 109 ft from the FIPC, and was oriented on an approximate heading of 108° magnetic, at an elevation of 2,541 ft msl. (see figure 1)

The wreckage was recovered to Air Transport, Phoenix, AZ.

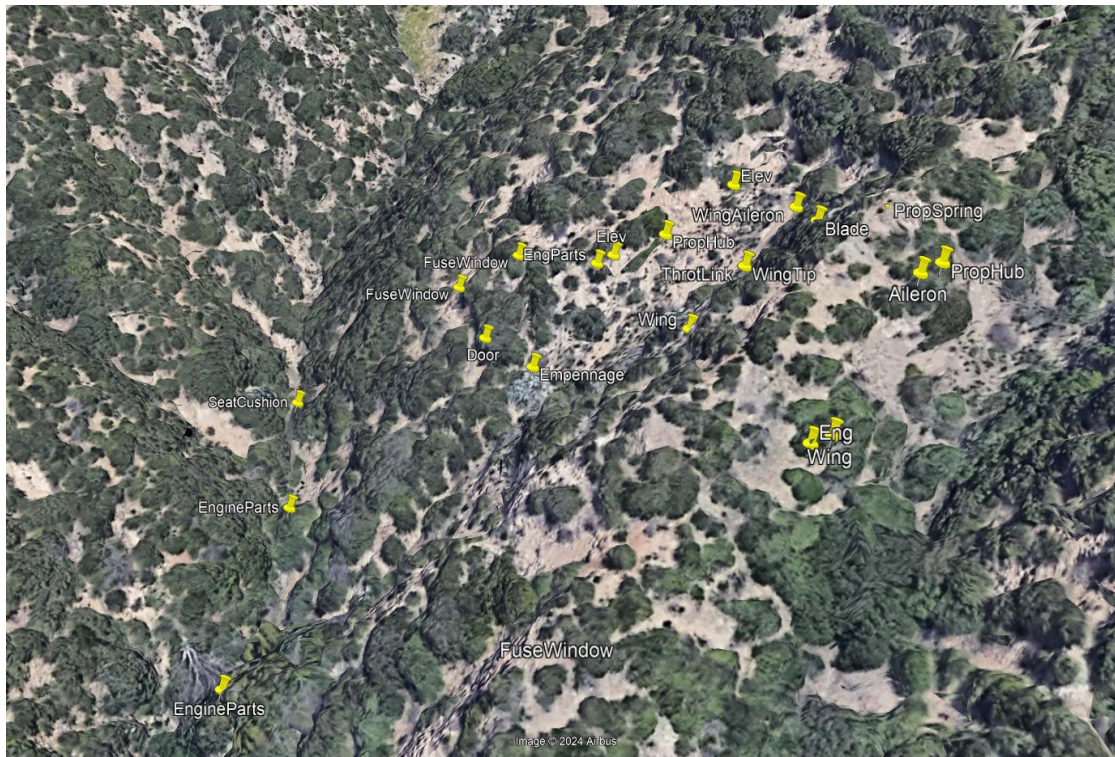


Figure 1. Debris field

2.0 Airframe

SR#: 96071

TT: 5757.7

The fuselage was highly fragmented and found throughout the debris field. The largest portion of the fuselage was found with the empennage section, accordion crushed aft and thermally damaged. (see figure 2)



Figure 2. Main wreckage – largest portion of fuselage and the empennage

Each landing gear assembly was separated from the airframe and found throughout the debris field.

The wing on the south facing slope, outboard of the engine nacelle, was located along the south facing slope of the ridgeline. It was accordion compressed along the length of the leading edge through to the trailing edge. The wing's outboard section of flap remained attached at its attachment points. The wing's aileron was located near the FIPC. (see figure 3)

The wing on the north facing slope was located near the main wreckage. It was accordion compressed along the length of the leading edge through to the trailing edge. The wing's aileron was located near the FIPC. (see figure 4)

The left horizontal stabilizer, right horizontal stabilizer spar section, and vertical stabilizer remained attached to the empennage. The left and right sides of the elevator were located within the debris field, upslope from the main wreckage. The rudder was located underneath the empennage, separated from the vertical stabilizer attachment points and displayed impact damage.

The cabin was destroyed and fragmented. The instrument panel was destroyed.



Figure 3. Wing and other debris on south facing slope



Figure 4. Wing on north facing slope

3.0 Engines

Engine Manufacturer: Honeywell

Engine Model Number: TPE331-10

Engine Serial Number: P-38317; P-38318

The airplane was equipped with two wing-mounted, turbo prop engines.

One engine was separated from its wing and was found within the debris on the south facing slope of the above referenced ridgeline. The power section was separated from the gear box assembly. Fragments of the gear box casting, various reduction gears and remaining engine components were observed throughout the debris field. (see figure 5)

The other engine was also separated from its wing and found within the debris on the north facing slope of the above referenced ridgeline. The power section was separated from the gear box assembly. Fragments of the gear box casting, various reduction gears and remaining engine components were observed throughout the debris field. (see figure 6)



Figure 5. Engine power section located on south slope



Figure 6. Engine power section located on north slope

4.0 Propellers

Manufacturer: Dowty Rotol

Model Number: R306/3-82-F/7

Serial Number: DRI/DRG/5596/83; DRI/DRG/275/83

The airplane was equipped with two 3-bladed, controllable pitch propeller assemblies.

One propeller assembly was located near the FIPC. Two propeller blades remained attached to the hub. The third propeller blade separated at the hub and was located

adjacent to the hub. Each propeller blade displayed leading edge gouging and chordwise scuffing. (see figure 7)



Figure 7. Propeller assembly

One propeller assembly was located dispersed throughout the debris field on the north facing slope of the ridgeline. One propeller blade remained attached to the propeller hub. The two remaining propeller blades were separated from the hub and found within the debris field. Each propeller blade displayed leading edge gouging and chordwise scuffing. (see figures 8, 9, 10)



Figure 8. Propeller blade in hub, in debris field



Figure 9. Propeller blade in debris field



Figure 10. Propeller blade in debris field

Submitted by:

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