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OAS-WPR

Subject: WPR24LA051

Contact: FAA Inspector Kelley (Scottsdale, AZ)

The following is a synopsis of the communication to the NTSB IIC, as relayed by Inspector Kelley following his postaccident examination of the N9166J engine cowling.

Inspector Kelley

The pilot reported that he was CFI for an IFR training flight and that he and the student conducted independent preflights of the aircraft which included checking that the cowling was latched. On the second flight of the day, after terminating the lesson, they requested to transit through KIWA airspace north from P08. When about five to ten miles prior to the field, the front right side of the cowling came up and shattered the windshield, reducing visibility. The left side of the cowling remained attached to the aircraft. The CFI slowed the airplane, declared an emergency, and continued direct to KIWA. The CFI had the student hold the cowling down through space where the windshield had been to create visibility which enable the CFI to land safely. There were no injuries.

Inspection of the aircraft revealed that the upper cowling's right front pin that takes all the air loads separated from the cowling. The latches on right side then failed as they are to hold the cowl in place and not to carrying the load. The pins are held in place by composite media, which appears to have failed in this case. SDR was filed.

NOTHING FOLLOWS