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Date: June 5, 2024

Subject: WPR24LA167, Memorandum for Record

Contact: Jeremy Alexander, Federal Aviation Administration

The following is a synopsis of the information provided by Mr. Alexander in a telephone conversation.

On June 2, 2024, he responded to an aviation accident. A Canadian Car & Foundry, Harvard MK IV, N7522U, made an off airport landing in an open field near Modesto, California. Examination of the incident site revealed that the airplane impacted terrain about 2 miles east of the Modesto City-County Airport-Harry Sham Field (MOD), Modesto, California. The airplane came to rest upright in a level attitude, on a heading of about 272° magnetic. Crushing and bending was observed to the right wing.

The left wing remained attached to the fuselage. The left flap and aileron remained attached via their mounts. The flap was observed fully retracted. The main fuel tank fuel cap was observed in place and secure. No liquid was observed in the fuel tank. Damage to the leading edge, from the wing tip to about mid span, consistent with impact damage was observed.

The right wing remained attached to the fuselage. The right flap and aileron remained attached via their mounts. The flap was observed fully retracted. The main fuel tank fuel cap was observed in place and secure. A minor amount of blue in color liquid, consistent with 100 LL was observed in the fuel tank. Damage to the wing tip, consistent with impact damage was observed.

The fuselage mostly intact, crushing and bending to the fuselage undercarriage, consistent with impact damage was observed. The fuel selector lever was observed in the left tank position. The accident site was void of fuel indications.



Figure 1: Front view of accident airplane (Courtesy of the FAA)



Figure 2: Left side view of accident airplane (Courtesy of the FAA)



Figure 3: View of left wing fuel tank. (Courtesy of the FAA)



Figure 4: Rear view of accident airplane (Courtesy of the FAA)



Figure 5: Right side view of accident airplane (Courtesy of the FAA)

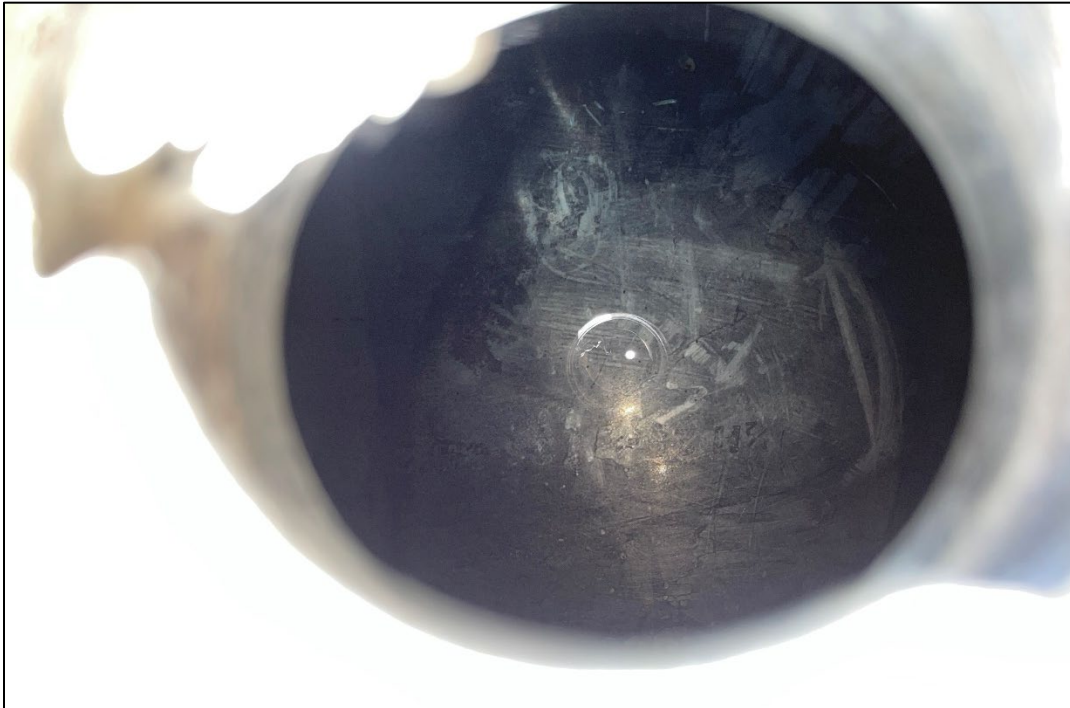


Figure 6: View of right wing fuel tank. (Courtesy of the FAA)

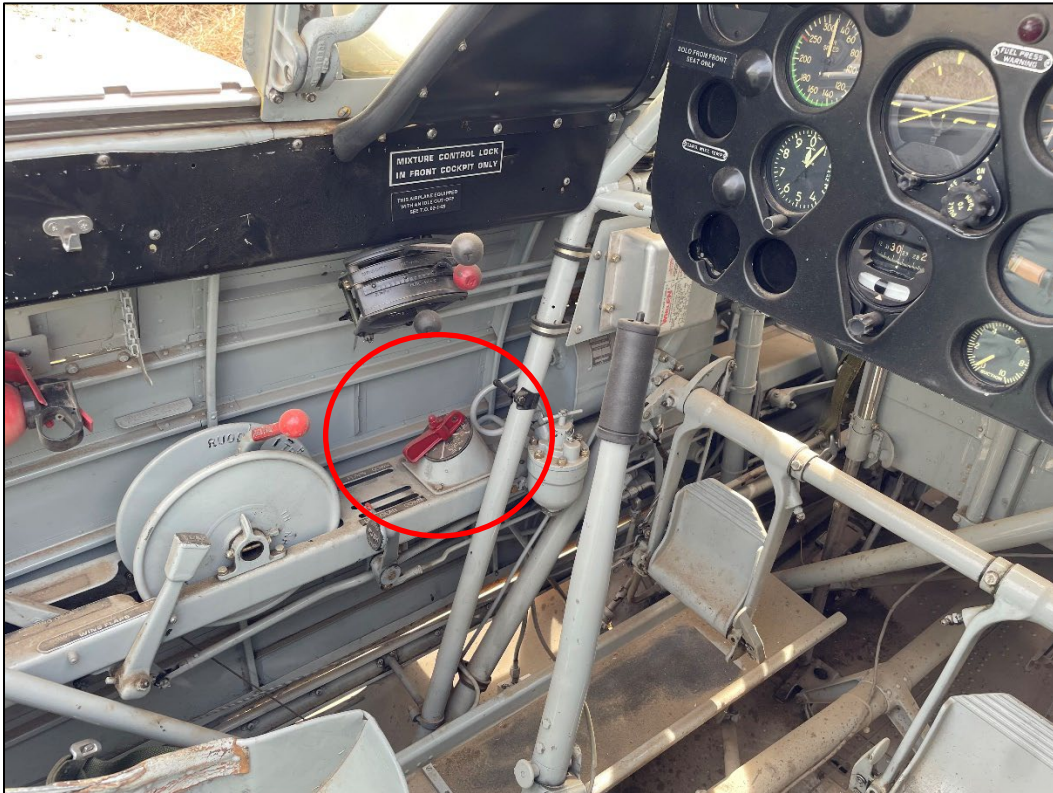


Figure 7: View of fuel selector lever. (Courtesy of the FAA)