



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Western Pacific Region

August 14, 2013

# **ACCIDENT SITE EXAMINATION SUMMARY**

**WPR13FA370**

This document contains 2 embedded photos.

## A. ACCIDENT

Location: Paradise, California  
Date: August 13, 2013  
Aircraft: Champion 7GCAA, N9607S  
NTSB Investigator-in-Charge: Andrew Swick

## B. SUMMARY

Examination of the accident site was conducted on August 14, 2013. All major structural components of the airplane were located at the accident site. The wreckage was recovered to a secure location for further examination.

## C. DETAILS OF THE INVESTIGATION

### 1.0 Accident Site Examination

Main Wreckage: N39 41.912, W121 40.448, – Elevation: 565 feet

Accident site was about 12 miles on a heading 304 degrees from the intended destination  
Accident site was about 1.5 miles on a heading of 40 degrees from the last position report

Examination of the accident site revealed that the wreckage was located near the bottom of a canyon about 4 miles southwest of Paradise, California. The wreckage was mostly consumed by postimpact fire and was contained within a debris path of about 50 feet in length and about 20 feet wide. Postimpact fire was found throughout the debris path and through surrounding terrain. About 21 acres of land was burned. The rocky, brush covered terrain surrounding the wreckage is on an east facing 30 degree slope.

The first identified point of contact (FIPC) was a rocky surface about 10 feet uphill from the main wreckage. The direction of the wreckage debris path was oriented a heading of about 120 degrees magnetic from the FIPC to the main wreckage.



The main wreckage was found inverted with the nose section on a heading of about 300 degrees magnetic. The aft fuselage and tail section structure was intact and was partially separated at the aft fuselage cabin area and was found on top of the main cabin area and right wing. Both wings had excessive thermal damage. The fuel tanks were partially consumed by fire. The forward and aft wood spars had excessive fire damage. Flight control cable continuity was obtained from all flight controls to the cabin area. The forward and aft seat structures had impact damage and remained partially attached to the fuselage. The forward control stick separated from the control linkage assembly. The forward control linkage assembly had thermal deformation. The aileron cable attachments on the control stick assemblies separated.

A camera was found between the FIPC and the main wreckage.



The aft seatbelt buckle assembly was found loose from the lap belt attachment and both shoulder belt attachments. The forward seatbelt buckle assembly including lap belt attachment both shoulder belt attachments were attached and securely buckled. The majority of the seatbelt webbing was consumed by fire.

The engine was found inverted with thermal damage to the oil sump and accessory areas. The engine data tag was not found. The propeller assembly remained attached to the crankshaft propeller flange. One of the blades had missing material and thermal deformation. Aluminum puddling was found directly below the damaged blade. The other blade had thermal discoloration and was undamaged. The no. 1 and 3 cylinder assemblies had thermal deformation. The no. 3 exhaust elbow separated from the cylinder attachment flange.

The wreckage was relocated to a secured facility for further examination.