NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

August 15, 2013

AIRFRAME AND ENGINE 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 recovered wreckage was conducted on August 15, 2013, at the facilities of Plain Parts, Pleasant Grove, California, by representatives from the Federal Aviation Administration, Pacific Gas and Electric and Lycoming Engines, under the supervision of the National Transportation Safety Board (NTSB) investigator-in-charge (IIC). The examination did not reveal any evidence of any preexisting mechanical malfunction which would have precluded normal operation.

C. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

Examination of the recovered airframe and flight control system components revealed no evidence of preimpact mechanical malfunction.

The forward seat had thermal damage. The rear seat revealed impact damage to its structure and deformation of the metal lower seat webbing.

2.0 Engine Examination

Examination of the engine revealed impact damage to the exhaust assembly and thermal damage to several engine components. The oil sump had impact and thermal damage. The crankcase internal surfaces were examined with the use of a lighted boroscope through holes drilled in the top of the crankcase. No anomalies were noted. The induction assembly was mostly consumed by postimpact fire, and only induction elbows remained attached to the cylinders. The carburetor was mostly consumed by postimpact fire. The throttle and mixture controls remained securely attached at their respective control arms. Examination of the recovered engine and system components revealed no evidence of preimpact mechanical malfunctions or failures that would have precluded normal operation.

Submitted by: Andrew Swick