



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

August 26, 2013

NTSB ON SITE EXAMINATION NOTES

WPR13FA388

This document contains 14 embedded photos.

A. ACCIDENT

Location: Desert Center, CA
Date: August 26, 2013
Aircraft: Grumman AA-1A, Registration Number: N61VT, Serial #: AA1A-0047
NTSB IIC: Howard Plagens

B. EXAMINATION PARTICIPANTS:

Howard Plagens
Senior Air Safety Investigator
National Transportation Safety Board
Desert Hot Springs, CA 92240

Rod Avery
Aviation Safety Inspector
Federal Aviation Administration
Riverside FSDO
Riverside, CA

C. SUMMARY

Examination of the airframe and engine was conducted on site on August 26, 2013.

D. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

The airplane burned, and fire consumed the cabin top and side structure. Wing and fuselage components around the cabin area sustained severe thermal damage. The IIC established control continuity on scene for the elevator and rudder. Debris prevented examination of the aileron system.



Photo 1 Cabin Area



Photo 2 Front Left View of Wreckage



Photo 3 Right Rear View of Wreckage

The left aileron remained attached to the wing. The left flap remained attached at the outboard fitting, but separated at the inboard fitting. Fire consumed the inboard portion of the wing in this area.



Photo 4 Left Wing

The right aileron separated at the outboard attachment point; this area was consumed by fire. It remained attached at the inboard fitting. The right flap remained attached at both the inboard and outboard fittings.



Photo 5 Right Wing

The leading edges of the horizontal stabilizers did not have dents or gouges. The inboard portion at the fuselage was scorched. The rear white navigation light remained in place.



Photo 6 Empennage

The left elevator was intact, and remained attached. The forward inboard portion was charred.



Photo 7 Top of Left Horizontal Stabilizer and Elevator

The right horizontal stabilizer was attached, and in position; the inboard portion was charred. The right elevator remained attached, and in position, but the forward half of the elevator tip was hanging vertically. The elevator trim tab was in position.



Photo 8 Right Horizontal Stabilizer, Elevator, and Elevator Trim

The rudder remained attached to the airframe at its base. It was canted to the right about 70 degrees. The rotating beacon remained in position.



Photo 9 Rudder

The fin and vertical stabilizer separated; they were about 30 feet aft of the main wreckage. They were not charred or sooty. The fracture surfaces at the separation points were jagged and angular.



Photo 10 Fin and Vertical Stabilizer

Control cables and pulley remained connected in the empennage. This area was charred.



Photo 11 Control Cables in Empennage

2.0 Engine Examination

The engine did not display evidence of catastrophic failure. It was in a nose down attitude.



Photo 12 Top of Engine

3.0 Propeller Examination

The propeller separated, and was nose first into the ground a couple of feet in front of the engine. One blade was partially buried in the soft sandy soil. After being pulled from the ground; investigators observed that the spinner was crushed aft. The partially buried blade was polished on the front face.



Photo 13 Propeller as Found



Photo 14 Propeller Upright