WRECKAGE DOCUMENTATION

COMPONENT CONDITION

D - DESTROYED	F - FIRE DAMAGE	U/K - UNKNOWN
B - BROKEN	I - IMPACT DAMAGE	N/A - NOT APPLICABLE
N - NO DAMAGE	S - SEPARATED	N/O - NOT OBTAINABLE
NOTE DIRECTION OF FAILURE		N/L - NOT LOCATED

LEFT WING

ATTACHMENT FWD	S
MAIN	S
AFT	S
LEFT STALL STRIP(S)	N/A
LEFT FUEL TANK(S)	I,D
LEFT FUEL FILLER NECK RESTRICTOR(S)	N/D
LEFT AILERON	I
BALANCE WEIGHT	N/O
CONTROL CABLES	S
STOP ASSEMBLY	I
LEFT FLAP	
POSITION	DOWN
MECHANISM	N
LEFT MAIN GEAR COND.	I
POSITION	FIXED

RIGHT WING

ATTACHMENT FWD	S
MAIN	S
AFT	S
RIGHT STALL STRIP(S)	N/A
RIGHT FUEL TANK(S)	I,D
RIGHT FUEL FILLER NECK RESTRICTOR(S)	S
RIGHT AILERON	
BALANCE WEIGHT	N/O
CONTROL CABLES	S
STOP ASSEMBLY	I
RIGHT FLAP	
POSITION	UP
MECHANISM	N
RIGHT MAIN GEAR COND.	I
POSITION	FIXED

TAIL SURFACES

VERT. STABILIZER	N
RUDDER	N
BALANCE WEIGHT	N/A
CONTROL CABLES	S
STOP ASSEMBLY	N
HORIZ. STAB.	N
BALANCE WEIGHT(S)	N/A
CONTROL CABLES	S
STOP ASSEMBLY	I

FUSELAGE

FWD CABIN DOOR	D,I
AFT CABIN DOOR	N/A
FWD BAGGAGE DOOR	N/A
AFT BAGGAGE DOOR	N/A
NOSE SECTION/COWL	D
HYDRAULIC PUMP	N/A
BATTERY	I
NOSE GEAR\TAIL WHEEL	N
POSITION	N/A
EMERGENCY EXIT	N/A

TRIM TAB POSITIONS

	SHAFT EXTENSION	THREADS	LEADING EDGE / TRAILING EDGE	TAB LEFT/RIGHT UP/DOWN
RUDDER	N/A	N/A	N/A	N/A
HORIZONTAL STAB	N/O	8	NEUTRAL	N/A
AILERON	N/A	N/A	N/A	N/A

COCKPIT DOCUMENTATION

THROTTLE POSITION	OPEN	FUEL FLOW	N/A
MIXTURE POSITION	N/O	FUEL PRESS	N/A
PROP CONTROL POS.	N/A	OIL PRESS	N/O
CARB HEAT/ALT AIR	OFF	OIL TEMP	N/O
COWL FLAP(S)	N/A	CYL. HD. TEMP	N/O
EGT POSITION	N/O	AMPMETER	N/O
MANIFOLD PRESSURE	N/A	VOLTMETER	I. "O"

INSTRUMENTS

CLOCK	N/O	FUEL QUAN.	LM:	E	RM:	E
AIRSPEED	I, 66 MPH	LT TIP:		N/A	RT TIP:	N/A
RATE OF CLIMB	N/L	MASTER SWITCH		OFF		
ALTIMETER	N/L	ALTERNATOR		N/O		
KOLLSMAN	N/O	ENG. MAG	LT	ON	RT	ON

DG/HSI	I,D	FUEL PUMP	N/A
ARTIF. HORIZON/FD	I,D	CIRCUIT BREAKERS	I, ACTIVATED
TURN INDICATOR	I,B	INSTRUMENT LIGHTS	I
SUCTION/PRESSURE	U/K	NAV. LIGHTS	I
COMPASS	U/K	ANTI-COLLIS. LIGHTS	N
RADAR ALTITUDE	N/A	LANDING LIGHTS	I
HOBBS METER	N/L		

TACHOMETER I INDICATION: RPM "O" HOURS 1,223.1

LANDING GEAR INDICATOR	N/A	ENGINE PRIMER	N
GEAR HANDLE/SWITCH CONDITION/POSITION	N/A		
EMER. GEAR CONTROL	N/A	OXYGEN CONTROL	N/A
REMOTE E.L.T. SWITCH	N/A		
CONTROL WHEEL/STICK	I,S	ELEVATOR TRIM IND.	I,U/K
CONTROL COLUMN/CABLES	N/A /	AILERON TRIM IND.	N/A
RUDDER PEDAL ASSY	I,B	RUDDER TRIM IND	N/A
FLAP HANDLE/SWITCH CONDITION/POSITION	I,U/K		
FLAP INDICATOR	N/A	FUEL SELECTOR POSITION	BOTH

ENVIRONMENTAL

CABIN HEAT	OFF	PITOT HEAT	U/K
VENT BLOWER	N/A	STALL WRN HEAT	N/A
AIR CONDITIONING	N/A	PROP HEAT	N/A
CABIN DEFROSTER	OFF	WINDSHIELD HEAT	N/A
FRESH AIR INTAKE	N/A	DE-ICE BOOTS	N/A

ICE PROTECTION

EMERGENCY LOCATION TRANSMITTER INSTALLED? YES X NO _____ U/K _____

MODEL/TYPE U/K S/N U/K BATTERY DATE U/K

DID E.L.T. FUNCTION? YES _____ NO _____ U/K X

DID IT HELP LOCATE AIRCRAFT? YES _____ NO _____ U/K X

AVIONICS

AUTOPILOT MANUFACTURER N/A MODEL N/A S/N N/A

AUTOPILOT CONTROL BOX	N/A	BRIDLE CABLES/SERVOS	
HEADING BUG POSITION	N/A	ROLL	N/A
ALTITUDE PRESELECT	N/A	PITCH	N/A
COUPLER SWITCH POSITION	N/A	YAW	N/A
		TRIM	N/A

AVIONICS MASTER SWITCH CONDITION/POSITION N/A

AUDIO SELECTOR PANEL MODEL N/A CONDITION I
TRANSMIT SELECT POSITION COM 1

AUDIO SWITCH POSITIONS

COM 1	I, N/O	COM 2	U/K	NAV 1	N/O	NAV 2	N/A
DME	N/A	MKR	I,N/O	ADF	I, N/O	AUTO	N/A

RADIO FREQUENCIES

COM 1	U/K	COM 2	N/A	NAV 1	U/K	NAV 2	N/A

NAV 1 INFORMATION
OBS POSITION I, N/O NEEDLE POSITION CENTERED FLAG NOT VISIBLE

NAV 2 INFORMATION
OBS POSITION N/A NEEDLE POSITION N/A N/A N/A

GPS SYSTEM GARMIN MODEL GARMIN GNC-250
SWITCH POSITIONS OR DISPLAY INFORMATION I, N/O

TRANSPONDER SWITCH POSITION I, N/O CODE N/O

MISCELLANEOUS AVIONICS OR NON-STANDARD ELECTRICAL EQUIPMENT: EGT/CHT GAUGE, INTERCOM,GPS/COM

SEAT ASSEMBLY DOCUMENTATION

POSITION	*DESCRIBE THE CONDITION OF EACH SEAT, SEAT FRAME, AND SEAT TRACK AS WELL AS THE CONDITION AND USAGE OF SEAT BELTS AND SHOULDER HARNESSES.*
FRONT	SEAT IS BROKEN, BENT, SEPARATED.TRACK HAS IMPACT DAMAGE. PILOT'S BELT AND SHOULDER HARNESS CUT BY RESCUE PERSONNEL.
AFT	SEAT MODIFIED BY STC HOLDER, APPEARS INTACT. AFT SEAT RESTRAINT SYSTEM INTACT AND HARNESS CUT BY RESCUE PERSONNEL.

BAGGAGE TIE DOWNS INSTALLED? YES _____ NO _____ U/K X
BAGGAGE TIE DOWNS USED? YES _____ NO _____ U/K X

CONDITION OF BAGGAGE TIE DOWNS U/K

FIRE

FIRE IN FLIGHT? YES _____ NO X U/K _____
EXPLAIN: _____

FIRE AFTER IMPACT? YES _____ NO X U/K _____

INCLUDE A DETAILED DESCRIPTION OF THE AREAS BURNED, SOURCE OF IGNITION AND DAMAGE TO SURROUNDING AREA.

AIRFRAME NOTES

DAMAGE TO THE AIRCRAFT

The aircraft was destroyed.

OTHER DAMAGE

There was no other damage.

AIRCRAFT INFORMATION

Accident/Incident History

A search of both the FAA and NTSB found no other record of any incident or accident involving this registration.

AIRFRAME AND ENGINE LOGBOOKS

The aircraft had several modifications installed; including vortex generators on both wing's leading edges, A Lycoming 0-360C4P (180 HP) engine in lieu of the Factory original 0320-A2B (150HP) along with a new larger diameter Sensenich propeller. There were radio tracking antenna arrays attached to the left and right, aft main wing struts. The fuel system had been modified to allow a "both" position for fuel tank selection and the fore and aft header tanks were removed, plus various other STC'd installations recorded in the airframe and engine log books.

WRECKAGE/IMPACT INFORMATION

On June 26, 2008, an off accident site wreckage review was performed in a T-Hangar that the aircraft was placed in when it was removed from the accident site.

In attendance were (2) Federal Aviation Administration officials from the Flight Standards District Office (FSDO-15), located in Tampa, FL. and a Piper Air safety Investigator. The wreckage was laid out in the T-hangar with the left and right wings lying on the floor against the hangar walls and the fuselage placed in the center of the hangar. All flight controls were accounted for and were attached to the wings, horizontal stabilizer and vertical fin. The engine was attached to its mount and the mount to the fuselage frame. The propeller was attached to the engine.

Left Wing

The left wing was removed by Rescue Personnel, by cutting through the main spar and attach fittings. The leading edge from the wing root to the tip was crumpled aft by impact. The fuel tank was caved in. The tank was devoid of fuel. The fuel cap was present The forward and aft lift struts were attached to the wing and creased and bent at the jury strut attach area. There was an antenna array attached to the aft lift strut, apparently used for animal tracking. The flap was attached to its' hinges and the wing and exhibited some impact damage. Control cable continuity was traced and found that the cable was cut by rescue personnel at the wing root. The aileron was attached to the wing by it's' hinges and had some minor damage, control cable continuity was traced to the bottom of the lift strut and was found to have been severed by Rescue Personnel. The wing tip exhibited impact damage.

Right Wing

The right wing was removed by Rescue Personnel, by cutting through the main spar and attach fittings. The leading edge from the wing root to the tip was crumpled aft by impact. The fuel tank was caved in and its fuel filler neck with cap attached was severed. The tank was devoid of fuel. The forward and aft lift struts were attached to the wing and creased and bent at the jury strut attach area. There was an antenna array attached to the aft lift strut, apparently used for animal tracking. The flap was attached to its' hinges and the wing and exhibited some impact damage. Control cable continuity was traced and found that the cable was cut by rescue personnel at the wing root. The aileron was attached to the wing by it's' hinges and had some minor damage, control cable continuity was traced to the bottom of the lift strut and was found to have been severed by Rescue Personnel. The wing tip exhibited impact damage.

Empennage

The tail surfaces were intact. The left elevator inboard trailing edge was bent upward. The rudder to vertical fin attachment was secure. All fuselage flight control cable continuity was verified to the point where they were cut by Rescue Personnel and found to be continuous for all flight controls, however the flap control cable was not connected to the flap lever. The attaching bolt was not present and could not be located in the fuselage. The engine drive train continuity could not be determined at this time due to fuselage frontal impact damage.

Fuselage

The fuselage cabin area exhibited severe damage from ground impact and the requirement to cut the tube fuselage frame by Rescue Personnel. Several STC'd modifications were present including a fuel tank selector valve, passenger seating, cargo storage area, ski tube and strakes attached just forward of the left and right horizontal surfaces leading edges. Several tubes in the aft tail were bent. Flight control continuity was established to all flight controls, except for impact and recovery related separations. No airframe anomalies were found during the examination. The landing gear was attached to the fuselage frame and exhibited impact damage.

POWERPLANT

MANUFACTURER: LYCOMING | MODEL: 0-360-C4P
SERIAL NUMBER: L-35913-36A | OVERHAUL DATE: N/A
OVERHAUL BY: FACTORY NEW | TSMOH: 759.6 HRS.

CARBURETOR/INJECTOR

MODEL: MA-4-5 | SERIAL NUMBER: 75072707
CONDITION: INTACT

CONTROLS/ATTACHMENTS:

THROTTLE: CABLE INTACT / WIDE OPEN POSITION. | MIXTURE: ARM BROKEN OFF, CONNECTED TO CONTROL CABLE.

FUEL PRESENT - CARB. BOWL/INJ./DISTRIBUTOR?	YES		NO	X	U/K	
ANY NOTICEABLE FUEL LEAKS?	YES		NO	X	U/K	
FUEL SCREEN CLEAN?	YES	X	NO		U/K	

AIR INLET HOSE/FILTER CONDITION: I

ENGINE COMPONENTS

VACUUM PUMP MODEL: RAPCO RA 215CC | SERIAL NUMBER: A17977
CONDITION: N/O

PROPELLER GOVERNOR MODEL: N/A | CONDITION: N/A
CONTROL ARM POSITION: N/A

OIL COOLER AND LINES CONDITION: OIL COOLER IMPALED BY STRUCTURAL MOUNT TUBE. IMPACT DAMAGE
FUEL PUMP AND LINES CONDITION: N/A
GASCOLATOR AND FUEL LINES CONDITION: IMPACT DAMAGE

TURBOCHARGER

MAKE: N/A | MODEL: N/A | SERIAL NUMBER: N/A
TURBO FREE ROTATION? YES: N/A | NO: N/A | U/K: N/A

SPARK PLUGS:

MAKE: CHAMPION | PART NUMBER: N/A
CONDITION: NORMAL

MAGS

LEFT: MAKE: SLICK | MODEL: 4371 | S/N: 97091253
RIGHT: MAKE: SLICK | MODEL: 4370 | S/N: 97090299

LEFT MAG TESTED?	YES	X	NO		U/K	RESULTS	SPARKED
RIGHT MAG TESTED?	YES	X	NO		U/K	RESULTS	SPARKED

MAG DRIVE GEAR ROTATION? YES X NO _____ U/K _____
CRANKSHAFT ROTATION YES X NO _____ U/K _____
PISTON MOVEMENT YES X NO _____ U/K _____

CRANKSHAFT CONDITION INTACT
ENGINE CASE CONDITION IMPACT DAMAGE AT OIL SUMP.

ANY BENCH-TESTING OR TEAR DOWN EXAMINATION PLANNED YES _____ NO X U/K _____
BY WHOM? _____ WHEN _____

ANY INDICATION OF AN ENGINE PROBLEM? YES* _____ NO X U/K _____
EXPLAIN* _____

PROPELLER

MAKE SENSENICH
MODEL 76EM8-0-56
HUB S/N 32000K
BLADES S/N N/A

ANY EVIDENCE OF PROPELLER PROBLEMS? YES _____ NO X U/K _____
EXPLAIN _____

WERE ALL BLADES RECOVERED? YES X NO _____ U/K _____
WERE ALL THE PARTS RECOVERED? YES X NO _____ U/K _____

DESCRIPTION OF BLADES: BOTH BENT AND TWISTED, ONE BLADE CURLED FORWARD AT TIP

POWERPLANT AND PROPELLER NOTES

On July 09, 2008 the engine was examined at Quality Aircraft Salvage of Groveland, FL. by a Lycoming Air Safety Investigator and FAA Personnel, after the wreckage was repositioned to that facility.

The engine was removed from the wreckage, drive train continuity was established, and all accessories were inspected. Thumb compression was noted on all cylinders. Fuel was not noted in the carburetor bowl or the gascolator. The float level was set at 7-8 / 64th, should be 13/64 nominally. Floats not collapsed from fuel hydraulic force. Throttle valve free to move. The mixture control arm still attached to it's control cable was off the mixture shaft located on the carburetor. No engine anomalies were noted during the examination.

The propeller, a Sensenich Model 76EM8-0-56, was removed from the powerplant. The blades were twisted and bent. One tip was curled forward. Both blade's leading edge exhibited polishing.

AIRCRAFT DOCUMENTS

AIRCRAFT LOG REVIEWED? YES X NO ____ NOT AVAILABLE ____
COPIES OF AIRCRAFT LOG OBTAINED? YES X NO* ____
* EXPLAIN IF NOT AVAILABLE ____

ENGINE LOG REVIEWED? YES X NO ____ NOT AVAILABLE ____
COPIES OF ENGINE LOG OBTAINED? YES X NO* ____
* EXPLAIN IF NOT AVAILABLE ____

AIRCRAFT TOTAL TIME AT OCCURANCE: 1,223.1 HOURS

LAST INSPECTION OR SIGNIFICANT MAINTENANCE PERFORMED BY/WHEN: (REPAIR STATION,A&P, IA, ETC.)
PERFORMED BY CARTER AIRCRAFT, INC. OF SEBRING, FL ON FEBUARY 25, 2008.SEE LOG BOOK PAGES.

MAJOR REPAIRS, 337, STC, MODIFICATIONS: VORTEX GENERATORS BOTH WINGS, HORIZONTAL TAIL STRAKES, FUEL SELECTOR VALVE, ENGINE TO 180HP, AFT SEAT AND SKI TUBE, GPS, INTERCOM, EGT/CHT, 76EM8-0-56 PROP. REFER TO INCLUSIVE LOG BOOK ENTRYS FOR MORE INFORMATION.

LAST STATIC SYSTEM CHECK DATE ____ U/K X
LAST VOR RECEIVER CHECK DATE ____ U/K X
LAST TRANSPONDER CHECK DATE ____ U/K X
LAST ALTIMETER CALIBRATION ALT. ____ FT. DATE ____ U/K X

WERE THE FOLLOWING DOCUMENTS ON BOARD THE AIRCRAFT?

AIRCRAFT FLIGHT MANUAL/PILOT OPERATING HANDBOOK YES ____ NO ____ U/K X
AIRCRAFT REGISTRATION YES X NO ____ U/K ____
AIRWORTHINESS CERTIFICATE YES X NO ____ U/K ____

WITNESSES

NAME RICHARD DeBRULER ADDRESS xxxxxxxxxxxxxxxxxx LAKE PLACID, FL 33852 PHONE xxxxxxxxxxx STATEMENT INCLUDED? YES X NO	NAME ADDRESS PHONE STATEMENT INCLUDED? YES NO
NAME ADDRESS PHONE STATEMENT INCLUDED? YES NO	NAME ADDRESS PHONE STATEMENT INCLUDED? YES NO