



RECORD OF EXAMINATION

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NTSB Accident Number: CEN15FA400

Narrative:

The largest piece of recovered wreckage was the tail section, which had the horizontal and vertical stabilizers attached. There was no evidence of soot or fire on pieces of wreckage. Both engines were separated from the airframe. The propellers from both engine engines were separated from their hubs and displayed chordwise gouging/scratching and S-shaped bending/twisting consistent with engine power. Accident impact damage to the airframe, accessories, and both engines precluded functional operational testing of these components/systems.

The instrument panel was destroyed by impact forces and none of the instruments were attached. The electrical, lighting, and ignition switches were destroyed.

The altimeter face was separated from its case and altimeter altitude indicator needles were not intact. The altimeter setting window of the face was intact and indicated a setting of 30.40 inches of mercury.

The attitude indicator unit was separated from the instrument panel and crushed. The attitude indicator display was internally separated and loose within the unit and did not yield an attitude. The gyro within the attitude indicator was removed, and it showed circumferential scoring on the gyro and the gyro's internal housing.

The horizontal situation indicator heading select bug and compass both displayed about a 360-degree heading.

An oxygen bottle, consistent with a pilot oxygen system, was recovered, and its airworthiness/servicing was unknown due to the impact damage of the airplane.

A handheld GPS was not found/recovered from the accident site.

The Hobbs meter and tachometers were destroyed.

The airplane's two fuel selector valve assemblies were separated from the airframe. One valve had its fuel selector control separated due to impact forces and was positioned to OFF. The second valve was positioned to MAIN.

Examination of the flight control system revealed that flight control cables were attached to the control horns/bell cranks. Separated sections of the flight control cables exhibited broom straw features consistent with overstress.

Examination of both engines revealed no preimpact anomalies that would have precluded normal operation.

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