

# WPR18FA200

## Shebogan, WI

### WRECKAGE AND IMPACT INFORMATION

The airplane impacted flat terrain about .5 mile south east of the departure airport. The first identified point of impact was an area of corn that was missing on the edge of the debris field, about 50 feet west of the first piece of identified wreckage (FPIW). The debris path was about 200 ft by 40 ft on about 140° magnetic heading, and all major pieces of the airplane were found between the FPIW and the last piece of identified wreckage (LPIW).



Figure 1



Figure 2

## FIRST POINT OF IMPACT -LEFT WING TIP FUEL TANK

The FPIW was the left wing fuel tip tank. It was located about 125 ft from the main wreckage. The forward and aft section of the tank was breached, and a strong fuel odor was present. Very little thermal damage was noted. (Figure 3)



Figure 3



## LAST POINT OF IMPACT – RIGHT WING FUEL BELLY TANK

The LPIW was the right wing fuel belly tank. It was located about 70ft from the main wreckage and was destroyed during the post impact fire. (Figure 4)



Figure 4



## MAIN WRECKAGE

The main wreckage consisted of the fuselage, both wings, both tail booms, and the engine. The cockpit was orientated on about 15° magnetic heading. Most of the cockpit was destroyed during the post impact fire. (Figure 5)



Figure 5

## RIGHT WING

The right wing remained attached to the fuselage. The upper and lower surfaces displayed extensive thermal damage. The aileron remained attached to the wing and the control cables appeared to be intact. The flap was a split flap and the position of the flap during impact could not be determined on site. The speed brakes were not deployed. The landing gear was stowed in its housing. The right fuel tip tank remained attached to the wing and extensive thermal damage was noted. (Figure 6)



Figure 6



## LEFT WING

The left wing remained attached to the fuselage. The upper and lower surfaces displayed extensive thermal damage about midspan. The aileron remained attached to the wing and the control cables appeared to be intact. The flap was a split flap and the position of the flap during impact could not be determined on site. The speed brakes were not deployed. The landing gear was stowed in its housing. The belly fuel drop tank was separated and located about 50 ft northwest of the main wreckage. The forward and aft section of the tank was breached, and a strong fuel odor was present. Some thermal damage was noted. (Figure 7)



Figure 7

## EMPENNAGE

Both tail booms remained connected to the fuselage but were displaced about 30 degrees to the left. Both rudders remained attached (figure 8). The elevator was separated at the torque tube from the tail booms but remained with the main wreckage. (Figure 9)



Figure 8





Figure 9



## ENGINE

The engine remained attached to the fuselage. The compressor blades displayed some impact damage from about the 5 o'clock position to the 9 o'clock position. (Figure 10)



Figure 10