

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR23FA044

ACCIDENT SITE EXAMINATION REPORT

November 24, 2022

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D. DETAILS OF THE INVESTIGATION

1.0 Accident Site



Photo 1 - Main Wreckage

The overall area was flat desert hard packed open terrain with a sandy topsoil. All major structural components of the airplane were located at the accident location. The airplane was involved in a postcrash fire, and the surrounding terrain was fire damaged.



Photo 2 - Accident site looking toward the main wreckage

The first identified point of impact (FIPC) was a burn area and bent/broken scrub trees. It was 86 ft from the FIPC to the main wreckage on a magnetic heading of 020°.



Photo 3 - Debris path

The debris path from the main wreckage to the beginning impression in the soil was 68 ft in length.



Photo 4 - First identified point of impact (FIPC) was desert scrub trees.



Photo 5 - portion of a door in debris field

A portion of one of the doors was found about 12 ft from the main wreckage in the debris field.



Photo 6 - Left winglet

Part of the left winglet was in the debris field and adjacent from the door by 6 ft.



Photo 7 - Red lens

The red lens was found in the debris field about 10 ft to the west of the main wreckage.



Photo 8 - Main Wreckage

The airplane came to rest upright with the nose facing back toward the airport along a 196° magnetic heading.

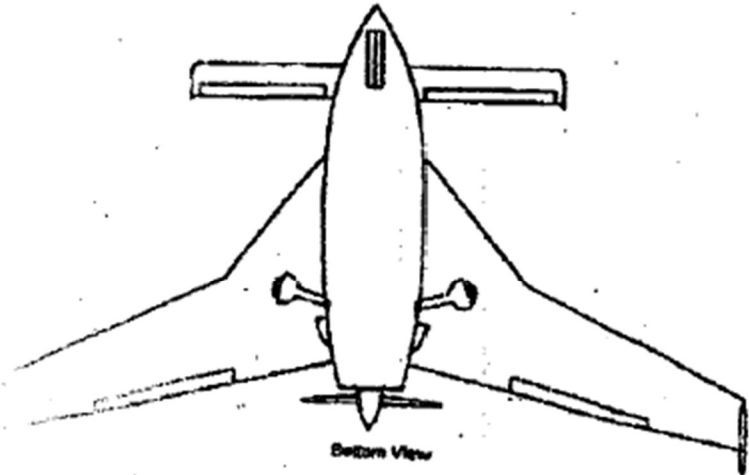
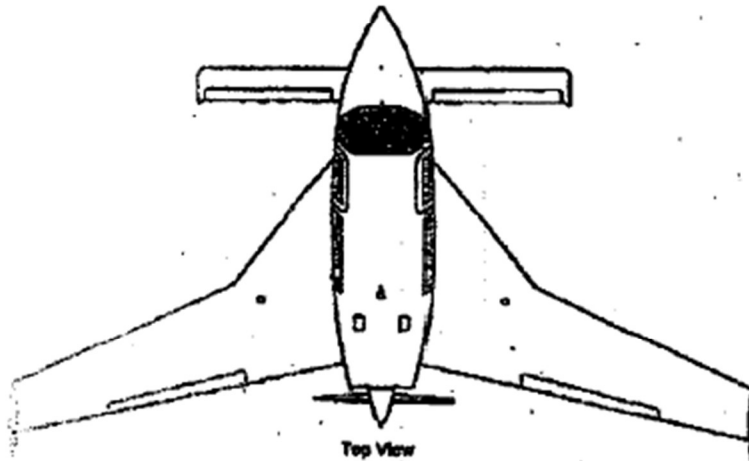
The fuselage had been destroyed by both the pre and postcrash fires. The structural members of the airframe were present, both wings, the cockpit area, the canards, the engine, and propeller system. The left canard remained attached to the fuselage and was thermally consumed by fire. The right canard had separated and was in the debris field just east of the main wreckage. The forward elevators remained attached to the fuselage and were mostly thermally consumed. The airplane nose landing gear sustained impact damage and was displaced to the left.

The right wing remained attached to the fuselage at the wing root and sustained impact damage the length of the wing. The right main landing gear remained attached to its mount and sustained impact damage.

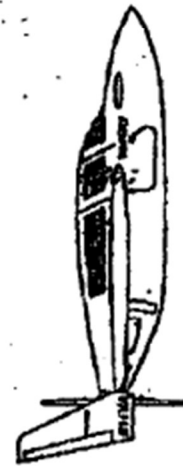
The left wing remained attached to the fuselage at the wing root and had impact damage to the wing tip area. The left main landing gear could not be accessed as it was underneath the left wing.

The cockpit area to include the instrument panel and avionics were thermally destroyed.

X2



STARFLIGHT Models 1689



Side View Basic Paint Scheme

Side View Factory Paint Scheme

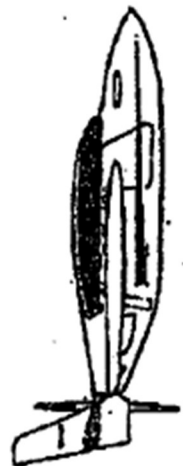


Figure 1 - Airplane Diagram



Photo 9 - Rear view of the airplane



Photo 10 - View of Engine

A Lycoming TIO-540-EXP, serial number L-10748-48 was installed on the airplane. The engine remained attached to the engine mounts; the engine mount had partially separated from the firewall. The engine had sustained thermal damage. All the cylinders, the intake and exhaust remained attached to the engine case. The accessory section also remained attached, and the turbo charger was partially attached. The oil cooler was 26 ft from the main wreckage. The hydraulic pump was 40 ft from the main wreckage.



Photo 11 - View of the Propeller system

The 3-bladed propellers remained attached to the propeller hub which remained attached to the engine at the crankshaft. One propeller blade had chordwise striations. Two of the propeller blades were bent aft about mid span and partially embedded into the ground.

Submitted by:

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