

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR23FA007

FIELD NOTES SUMMARY

10/10/2022

TABLE OF CONTENTS

A. ACCIDENT.....	3
B. FIELD NOTES SUMMARY	3
C. SUMMARY	3
D. DETAILS OF THE INVESTIGATION	4
1.0 ACCIDENT SITE	4
2.0 AIRFRAME OBSERVATION	6
2.1 Fuselage.....	7
2.2 Empennage	8
2.3 Wings	9
2.4 Landing Gear.....	9
2.5 Cockpit.....	10
3.0 ENGINE OBSERVATION	10
4.0 PROPELLER EXAMINATION	10

A. ACCIDENT

Location: Jamul, California
Date: 10/5/2024
Time: 1238 Pacific daylight time
Airplane: N887QR

B. FIELD NOTES SUMMARY

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Eleazar Nepomuceno
National Transportation Safety Board
Federal Way, Washington

C. SUMMARY

On October 4, 2022, about 1238 Pacific daylight time, a Cornford Mustang II airplane, N887QR, was substantially damaged when it was involved in an accident near Jamul, California. The pilot sustained fatal injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

According to Automatic (ADS-B) data, the pilot departed Gillespie Field Airport (SEE), El Cajon, California, about 1225. The airplane departed runway 27L, established a southerly heading towards Jamul, California, and climbed to about 3,000 ft mean sea level (msl). About 13 miles from SEE, the airplane turned left about 180° near Lyons Peak, and continued northeast for about 4 miles. The airplane climbed to about 4,600 ft msl, reversed course, and maneuvered back towards Lyons Peak. The airplane's radar track ended in the vicinity of Lyons peak about 1238. The wreckage was later located about 1600 by law enforcement personnel at the base of a rock face adjoining Lyons Peak. According to a witness near the accident site, she saw the airplane fly by her residence and heard the airplane's engine sputtering. Shortly after the airplane disappeared from her viewpoint, she heard a loud "bang."

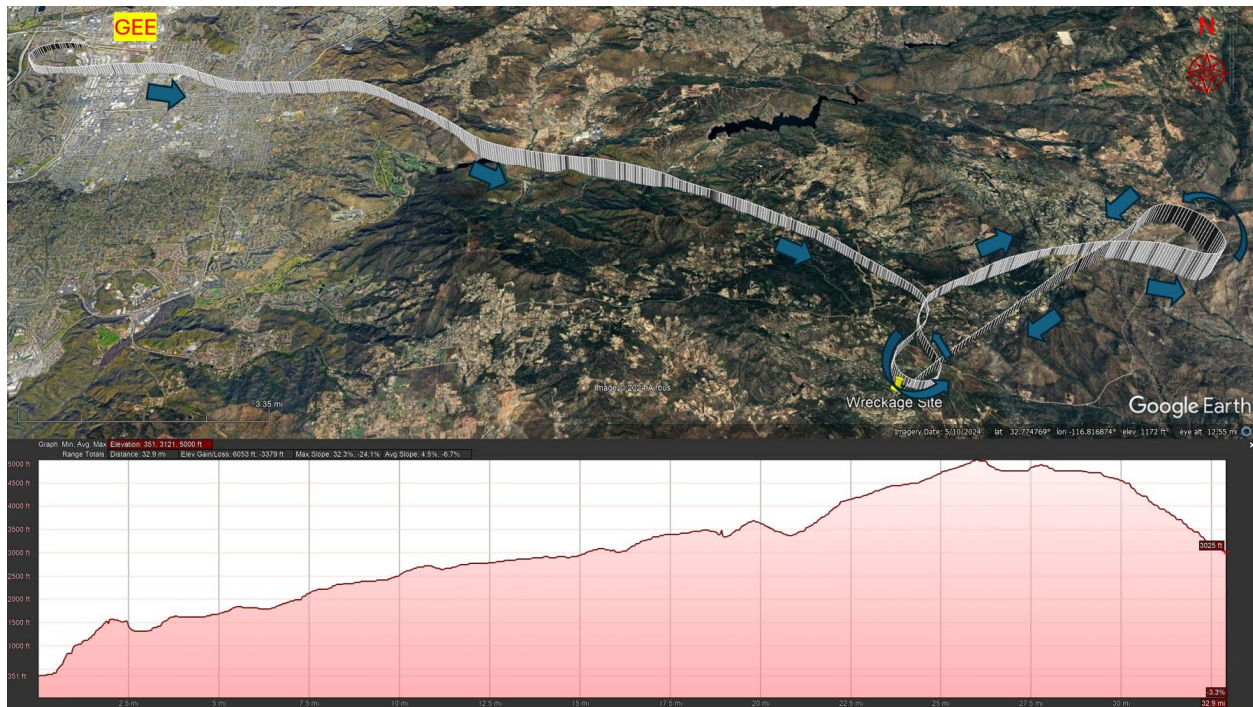


Figure 1. View of plotted ADS-B data in relation to wreckage site

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site

The airplane impacted sparsely vegetated, rocky and steep mountainous terrain at an elevation of about 2,975 ft msl. Due to the terrain's accessibility, the recovery and subsequent examination of the airplane and engine could not be completed. Various components and parts that could not be identified were located while attempting to access the accident site.



Figure 2. View of mountain side depicting location of accident airplane

2.0 Airframe Observation



Figure 3. Exemplar photo of accident airplane

2.1 Fuselage



Figure 4. View of section of fuselage

A section matching the paint/sticker scheme from the exemplar picture of the airplane was found about 35 ft southwest from the wing/cockpit.

2.2 Empennage



Figure 5. View of empennage that came to rest on boulders

The empennage came to rest about 55 feet east and down the rockface from the cockpit/wings.

2.3 Wings



Figure 6. View of damaged wing section that came to rest on rockface

A section of the wing was found on about a 45°-50° rockface in mountainous terrain. Accessibility was not feasible due to safety concerns.

2.4 Landing Gear

Due to terrain accessibility, the landing gears were not located within the mountain rock face.

2.5 Cockpit



Figure 7. View of seat cushion stuck in vegetation

A seat cushion was located within vegetation on the rockface.

3.0 Engine Observation

Due to terrain accessibility, the engine was not located within the mountain rock face.

4.0 Propeller Examination

Due to terrain accessibility, the propeller was not located within the mountain rock face.

Submitted by:

Eleazar Nepomuceno
Aviation Accident Investigator