



Memorandum For Record

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NTSB Accident Number: ERA23FA067

As part of the on-scene investigation the following factual observations were noted.

Examination of the wreckage revealed it was upright with the empennage nearly completely separated and inverted with the upper portion resting on the top of the fuselage and the tip of the vertical stabilizer and rudder above the wing walk compound of the right wing. The left engine was displaced down, while the right engine was nearly separated from the structure and resting beneath the right wing. There was no fire present on any observed components.

During the on-scene investigation all major aircraft components and control surfaces were identified and located. Flight control continuity was established from all primary flight control surfaces to the main cabin area. The stabilator trim jackscrew displayed 3 threads which is consistent with a neutral to nose down position. Both left and right flaps were in the up position, and the flap transmission arm was in the forward position which is consistent with a flap up position.

The left and right main landing gears were in the down and locked position, while the nose landing gear was broken and bent aft. The landing gear jack screw transmission displayed 0 threads consistent with a gear down position.

Examination of the left wing revealed extensive chordwise crushing of the leading edge nearly full span. The outboard third of the wing was displaced aft consistent with ground contact. One vortex generator remained installed out of a total of 18. It was noted that the presumed location where the inboard most 2 vortex generators would have been installed had the paint missing on the wing leading edge; thus, no vortex generators or adhesive remained in those presumed locations.

Examination of the right wing revealed extensive structural damage with indentations on the leading edge just outboard of the engine nacelle and just inboard of the wingtip. Approximately 6 gallons of fuel (blue in color) were drained from the right main fuel tank through the fuel

selector valve by the NTSB investigative team after leveling the wings. Four vortex generators remain installed out of a total of 20.

Examination of the vertical stabilizer revealed both sides had 15 vortex generators installed. There did not appear to have any missing on either side.