



**MEMORANDUM FOR RECORD
CEN18FA310: ON-SCENE NOTES**

The following observations were made during the on-scene investigation of N13EP, an Extra 400 airplane that impacted terrain near Ponca City, Oklahoma:

The accident site was located on private property in a soy-bean field.

The debris field was about 50 feet in a V-pattern from the initial impact point.

The initial impact point contained the engine which was driven 3.5 to 4 ft into the field. The angle the engine drove into the ground was consistent with a near vertical angle.

A post impact fire consumed a majority of the wreckage. The airplane's composite construction to include the interior was largely consumed or unidentifiable.

Flight controls were traced from the cockpit area to the ailerons, rudder, and elevator flight surfaces. The flaps and landing gear both appear to have been retracted at impact. Of the airframe components available for examination, no evidence of preimpact anomalies were detected. The internals of the JPI Engine Data Monitor EDM-930 were consumed in the fire and not recoverable for examination. The airspeed indicator read 150 knots. Of note, the stall speed with flaps up is 76 knots.

The engine was removed from the accident site and sent to Continental Motors for a potential engine examination.

The distribution of bodies were consistent with the pilot-owner in the left front seat and the 66-year old male who was commercial pilot rated with a valid 2nd class medical.

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