

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR22FA094

AIRFRAME EXAMINATION SUMMARY REPORT

Factual Report

May 20, 2022

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A. ACCIDENT

Location: Glendale, Arizona
Date: 02/10/2022
Time: 1105 MST
1805 UTC
Airplane: N633AX Mirage F-1

B. AIRFRAME EXAMINATION SUMMARY REPORT PARTICIPANTS

Albert Nixon	Kyle Ammirata
Sr Aviation Accident Investigator-IIC	Maintenance Manager
National Transportation Safety Board	Airborne Tactical Advantage Company (ATAC)
Phoenix, Arizona	Phoenix, Arizona

C. SUMMARY

Examination of the airframe fuel system was conducted at a secured storage facility at Air Transport in Phoenix, Arizona, on May 20, 2022. The examination of the airframe was conducted by a F-1 Maintenance Manager from ATAC with oversight from the NTSB IIC. The wreckage was displayed on the examination floor and revealed extensive impact damage. Both wings were separated from the fuselage. The forward portion of the fuselage was separated.

Overall, the examination of the aircraft revealed that the fuel tanks transfer valves screens were clear, however, the right feed tank was observed to have a small screw stuck near the valve and loose sealant material was found in the tanks. No additional preimpact mechanical failures or malfunctions that would have precluded normal operation were observed.

DETAILS OF THE EXAMINATION

2.0 Aircraft Prior to the Examination

The airplane was recovered from desert terrain in an open field. The airplane fuselage sustained significant impact damage.

2.1 Airframe Fuel System Examination

- Left tank No. 3 and No. 5 transfer valves - screens clear no anomalies.
- Right wing No. 2 fuel tank. Holes were drilled into the wing to borescope tanks - all four sections no anomalies.
- Right feeder tanks transfer tanks had small screw stuck near valve.



Figure 1: Airplane wreckage arranged for the examination as viewed from the right side.



Figure 2: Left wing as viewed from the left side.



Figure 3: Right wing as viewed from the right side.

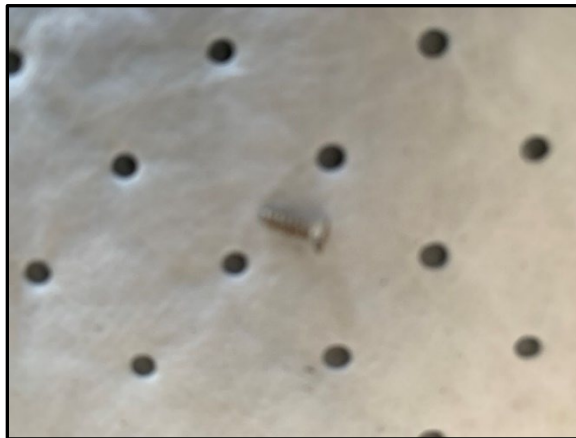


Figure 4: FOD (screw) found in right feeder tank.

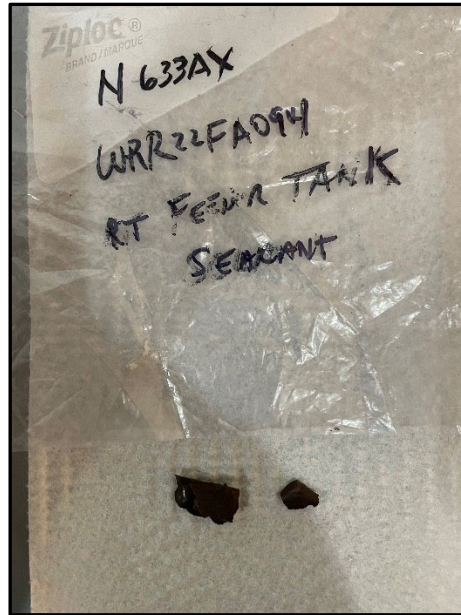


Figure 5: Sealant material that was loose.

- Left wing No.1 fuel tank - Holes were drilled into the wing to borescope tanks - all four sections no anomalies.
- Inboard of maintenance access panel on bottom, excess amount of black covered sealant observed with top finger becoming loose.
- Borescope of main tanks revealed similar excess amount of black colored sealant with some fingers becoming loose.
- No. 2 and No. 4 transfer valves outer and inner screens were clear of contaminants.
- Left No. 1 transfer valves clear of contamination.
- Remaining portion of fuel vents left in fuselage were borescoped and no anomalies noted and were free of obstructions.
- Single point cap seal was intact, and no anomalies noted.
- Fuel instrumentation in the cockpit was observed to be destroyed by impact damage.
- Refueling panel was not found.

Submitted by:

Albert Nixon
Senior Aviation Accident Investigator