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Subject: WPR22FA312, Wreckage Examination Notes

The airplane impacted an open field. The initial impact point was characterized by a scrape mark indicative of the right wing and right main landing gear making first impact followed shortly thereafter by the left main landing gear and the lower engine cowling. The right main gear wheel skirt was embedded in the ground at the initial impact point.

The main wreckage was located about 300 feet beyond the initial impact point on an approximate 200 heading. The right flap was located about 100 feet beyond the initial impact point. The canopy was located about 200 feet beyond the initial impact point.

The main wreckage came to rest inverted on about a 180 heading. The right wing was mostly separated from the fuselage and folded underneath the fuselage. The left wing remained attached to the fuselage. The tail section and empennage exhibited bending and disfiguration but remained attached to the fuselage.



The Rudder and both elevators remained attached to the empennage. Control continuity was continuous from the front control stick and rudder pedals in the cockpit to both elevators and the rudder. Aileron control continuity was continuous from the left aileron to the front control stick. Right aileron continuity was continuous except where the right wing had separated from the fuselage at the wing root. The aileron control rod was fractured at that location consistent with impact damage.

The engine and engine cowling remained attached to the fuselage. The propeller was separated from the engine at the propeller shaft and was located about 10 feet from the main wreckage. Both metal propeller blades exhibited twisting and S bending, chord wise scratching, and leading edge gouging.



The wreckage was rolled upright and the engine cowling was removed. There was a hole located on the front left side of the crankcase. Oil was found on the ground and within the engine cowling where the main wreckage was located. The edges of the hole protruded inward. The four top spark plugs were removed from their respective cylinders. All four spark plugs exhibited normal burn patterns. Engine compression and continuity could not be verified due to the location of the wreckage and the separation of the propeller. The fuel divider on the top of the engine was disassembled and liquid consistent with aviation fuel was noted under the diaphragm.

Fuel was noted leaking from the right wing fuel to where the wing had separated from the fuselage when the airplane was placed upright.

The fuel selector switch was positioned to the right fuel tank. The fuel selector switch moved freely and positive detents were present at the left wing, right wing, and off positions when manipulated.