

C-GTAO Piper PA38-112 38-79A1002 NTSB CEN15LA318
Lycoming O-235-L2A L-196239-15 STC SE792NW
PIC: Hans-Ulrich Asam DoB [REDACTED] FAA Private Pilot Certificate [REDACTED]
Third Class Medical Date 12/08/2014.

Initial Site Assessment:

Hour Meter 1097.3 Tach 312.5

Throttle – Aft/Closed	Mixture – Forward/Rich	Fuel Selector – Left
Primer – In/Locked	Ignition – On Both	Carb Heat – Mid position
Master Switch – On	Altimeter Setting 1016	Trim Indicator – Up
Flap Handle/Damaged – 1 st Notch		Fuel Pump – On
Landing Light – On	Strobes – On	Fuel in both tanks

ELT – KANNAD 406AF Compact ELT. CQ76E3 s/n 262524 “Armed” Battery expiration date on label as April 2015. No report activated.

Flight Controls attached to surfaces. Elevator and Rudder cable continuity from flight controls to belly pulley cluster. Flaps extended first notch.

Cowl door fasteners latched. Prop/starter support gear separated from crank shaft. Bushing pulled from crankshaft. Dipstick secure in filler tube. Filler tube broken at base, dipstick bent. Indicates 4 qt oil.

Underside top center and left/right cowl doors have oil film. No oil on windshield nor streaking along sides outside aircraft. Oil film/spray all over right rear engine accessories, accessory cover, crankcase, battery box, and engine mount.

During Recovery:

Flight control system continuity verified. Fuel available at carburetor. Spark plugs fouled/electrodes bridged. Rotating engine crankshaft, no detectable finger in spark plug hole compression in two cylinders, minimal in one cylinder, strong in one cylinder. #1 exhaust valve adjustment mechanism laying loose in rocker box cover. #3 Intake valve adjustment mechanism jam nut backed off rocker arm. #4 Intake valve adjustment mechanism jam nut backed off rocker arm and upper valve spring retainer has portion broken off. #3 & #4 intake gaskets compromised.

Confirmed with Crow Executive Air Line Service Person that aircraft fuel tanks were full when aircraft refueled day before.

From Pilot Log Book on board: Last 14 CFR §61.56 BFR on 01/19/2015.
Activity from July 20, 2015 7 landings and 19.1 Hours.

From Aircraft Maintenance Records on board: Most recent Annual Inspection March 18, 2015 @ 1720.5. Time in service since approximately 32 hours.

Articles in aircraft were weighed. Weight and balance at time of take-off calculated from weight and balance information available and POH Section 6. Concluded aircraft weight at take-off to be 1730 pounds and take-off center of gravity 78.4" aft of datum.

FSDO File contains photos, copies of airman, and aircraft information referenced above.

Ken Shauman
CLE FSDO