

N7954W

Mod: PA-28-7310160 S/N: 28-7310160

On September 29, 2018 Inspector Clive Adams, Inspector Lynn Braswell, and I travelled to Dawson's aircraft salvage in Clinton, AR and arrived from 0815-0840. Other persons in attendance were Mr. Dawson, and several of Mr. Dawson's employees. NTSB Investigator Jennifer Rodi arrived at 0915. John Butler of Lycoming Engines arrived at 0945. John Butler inspected engine exterior before removing some of the engine accessories. John Butler removed carburetor and disassembled carburetor to check the float and fuel inside the body. Inspector Braswell tested fuel for water contamination, no evidence of water in the fuel of the carburetor existed. Inspector Braswell did note some minor debris in the fuel sample, but no water contamination. John noted that the carburetor was only half full of fuel. John then removed both magnetos in order to determine if they were making spark. Rotated both mags two full turns and verified they were making spark. John rotated the engine at the propeller flange. Jennifer, Clive, John, and Clive confirmed air movement. This process verified that all cylinders had movement making compression and the engine had continuity. Checked each cylinder to see if there was compression on the intake side and all cylinders seem to have compression.

Jennifer, Inspector Adams, Inspector Braswell, an employee of Dawson's, and I performed a visual inspection of the airframe. The aircraft fuselage was intact with all of the aerodynamic surfaces. The wings had been removed for salvage transport and indicated minor abrasions on the lower portions of the wings. The lower portion of the nose experiences some crinkling and buckling. The cabin appeared in tact and with some control damage. An inspection of flight control continuity revealed that all surfaces were moveable and there was control continuity. Inspector Braswell used a compressor and blew air through fuel lines from the fuel selector valve to the wing fuel lines and line to the engine. No indications of obstructions in fuel lines. Inspector Braswell noted that the right fuel tank was indicating fuel and the left was empty when the salvage crews removed the airplane from the crash site. Inspector Braswell also performed a visual inspection of the engine control quadrant controls and noted no abnormalities.

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Engine teardown

John Butler (Lycoming Tech) removed carburetor and disassembled carburetor to check the float and fuel inside the body. Tested fuel for water and no evidence of water in the fuel of the carburetor. John Butler (Lycoming Tech) did note that the carburetor was only half full of fuel. Removed both magneto's to see if they were making spark. Rotated both mags two full turns and both checked good. Checked each cylinder to see if there was compression on the intake side and all cylinders seem to had compression.

Airframe.

Tested fuel for water from the sample that was taken at the crash site and no evidence of water. Blew air through fuel lines from the fuel selector value to the wing fuel lines and line to the engine. No evidence of any restriction. At this time I departed the area.

Clive R. Adams