



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: April 3, 2019 / May 15, 2019 / June 19, 2019
Person Contacted: Randy Durley – FAA Flight Standards
NTSB Accident Number: CEN19LA132 – Prairieville, Louisiana

Narrative:

A post-accident examination determined that the engine oil quick drain valve was damaged which had resulted in a loss of engine oil. The oil sump was empty and fresh oil was present on the fuselage. The valve was bent consistent with contact from the nose landing gear during retraction. In addition, a mark on the landing gear appeared to correspond to contact with the valve. Further examination revealed that the oil drain valve did not correspond to the low-profile component specified by Piper and that warning placards were not installed on the engine mount as required by a previously issued airworthiness directive.

The engine oil drain valve had recently been replaced. The mechanic that had replaced the drain valve had installed a Curtis CCB-37000 drain valve as a replacement for the originally installed valve which was leaking. The mechanic noted that he had verified clearance between the new valve and the nose landing gear during a retraction test before approving the airplane for return to service.

The mechanic was not aware of the previously issued FAA airworthiness directive regarding the oil drain valve (81-11-02R1) or the corresponding Piper service letter (No. 910). He also commented that he normally only reviewed the recurring airworthiness directives when performing an inspection. He does not specifically go back and review compliance with the one-time (non-recurring) airworthiness directives.

The airplane sustained minor damage, which included the nose landing gear, engine cowling, engine and propeller. The tachometer indicated 4,754.24 hours at the time of the post-accident examination.

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