

NATIONAL TRANSPORTATIONS SAFETY BOARD
Office of Aviation Safety
Washington, DC 20594

SUMMARY OF AIRCRAFT EXAMINATION

-- CEN21LA175 --

A. ACCIDENT

Location: Augusta, Kansas
Date: April 1, 2021
Time: 1600 central daylight time
Aircraft: Piper PA-28-140 (s/n 28-7725088), N7274F

B. PARTICIPANTS

Richard Stevens
Principal Maintenance Inspector
Federal Aviation Administration
Wichita, Kansas

C. ACCIDENT SUMMARY

On April 1, 2021, about 1600 central daylight time, a Piper PA-28-140, N7274F, was substantially damaged when it was involved in an accident near Augusta, Kansas. The pilots were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 instructional flight.

D. DETAILS OF EXAMINATION

The NTSB did not respond to the accident site. An examination was conducted by an FAA inspector at the accident site on April 2, 2021.

E. SUMMARY OF EXAMINATION¹

The airplane came to rest in front of an outbuilding facing northwest. The airplane touched down in a field about 200 feet northeast of the final resting point. After initial touchdown, it traveled approximately 60 feet before it encountered a fence. The right wing subsequently struck a trailer and then a steel fence post. The right wing was separated at the root and located about 75 feet from the fuselage. The airplane contacted another fence causing damage to the left wing; however, the left wing remained attached to the fuselage. An undetermined amount of fuel remained the left fuel tank. The right fuel tank had been compromised. A strong fuel odor was present at the accident site.

¹ Directions related to accident site placement and component damage/deformation are with respect to an intact airframe unless otherwise noted.

Summary of Examination

E. SUMMARY OF EXAMINATION *(concluded)*

The propeller blades exhibited leading edge damage. One blade was bent forward slightly. The propeller spinner was crushed and partially separated. The engine cowling exhibited damage consistent with impact and the engine mount was deformed. The engine assembly appeared to be undamaged.

The throttle cable was not connected to the carburetor throttle arm. Neither the cable end, nor the throttle arm were damaged. The attachment hardware was not located. The throttle arm was free to rotate from idle stop to full throttle without difficulty. The throttle cable was intact and continuous from the disconnected cable end to the cockpit throttle control. The mixture control was intact and continuous from the carburetor to the cockpit mixture control. The cable was properly secured to the carburetor mixture control arm.

Flight control continuity was confirmed with exception of the right aileron. The right aileron remained attached to the wing; however, the control cables were separated near the root consistent with separation of the wing. The cables were continuous from the cockpit controls to the wing root, and from wing root to the aileron.

The airplane tachometer indicated 8,267 hours at the accident site.

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