



EXAMINATION SUMMARY

NTSB ACCIDENT NUMBER: CEN22FA419

AIRCRAFT REGISTRATION/AIRCRAFT TYPE: N62FC, Piper PA28R-201
ACCIDENT LOCATION: Conway, SC

AIRCRAFT INFORMATION

The four-seat, low-wing, Piper PA28R-201 serial number (S/N) 28R-7737039, was manufactured in 1977. It was powered by a Lycoming IO360 Reciprocating engine.

According to maintenance personnel at Executive HeliJet in MYR, the airplane had been undergoing maintenance for about 6-7 weeks prior to the accident flight, which was the first flight following the maintenance work. The airplane was undergoing an avionics upgrade, which included removal of the vacuum system, installation of 2 Garmin G5 instruments and installation of a Garmin GFC-500 Autopilot. The length of time at the facility was due to supply chain issues and not any underlying maintenance concerns. He also stated that the only work conducted on the engine was the removal of the vacuum pump and installation of a blanking plate with a gasket. No record of the blanking plate installation was found in the logbook entry, nor was there a mention of an engine runup following the work. During the post accident engine examination, the blanking plate was removed from the vacuum pump drive pad and no gasket was found. Other components near the plate were removed and all had remnants of a gasket, irrespective of the thermal damage.

WRECKAGE AND IMPACT INFORMATION

Wreckage Location

- Wreckage came to rest against a berm and a post-impact fire ensued
- Altitude was 42 ft.
- Coordinates N 33.812086, W -78.967363
- Wreckage was located at 1960 McNeil Street, Conway, SC, 29526

Wings

- Left Wing
 - Separated during the impact but remained with the main wreckage.
 - Displayed signatures consistent with thermal and heat damage
 - Fuel cap was found still secured to a separated portion of the wing.
 - Gasket was not present, likely the result of thermal damage.
 - Flight control continuity established from the aileron to the cockpit controls with a continuous cable
- Right Wing
 - Separated from the fuselage at the root and remained lodged in pine tree about 35 ft above the ground.
 - Attempts were made to remove the wing, but unsuccessful.
 - Wing was later removed by property owner and custody was passed to Myrtle Beach Airport Operations for retention until recovery company was back in the area. Date TBD

Horizontal & Vertical Stabilizer, Elevators & Rudder

- Vertical stabilizer and rudder separated from the empennage at the main attach point and was located under powerlines.
- Vertical stabilizer exhibited U shaped deformation about mid span.
- Rudder control continuity was established from the cables in the tail to the cockpit controls.
- Stabilator remained attached to the fuselage at its respective attach point with trim tab still attached.
- Control continuity was established from the stabilator to the cockpit controls through continuous cables with no separations.
- Right stabilator tip separated consistent with impact damage.

Fuselage

- Most structure forward of the aft bulkhead consumed by fire.
- Remaining structure displayed signatures consistent with heat damage.
- Oil was found on the underside of the fuselage by the tail tiedown, consistent with ejection from the engine and not normal exhaust.

Engine

- Nos. 2, 3 and 4 connecting rods separated from the crankshaft with internal damage present, consistent with a loss of engine oil.
- Vacuum pump had been removed with a cover plate installed on the drive pad. When removed, so gasket was present between the cover plate and drive pad.
- Exact location of engine oil loss could not be definitively proven.
- For additional information, see Lycoming Engine Report OUO.

Prop

- Both blades relatively free of leading and trailing edge damage
- Both show slight aft bending