

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN22FA436

AIRCRAFT EXAMINATION

October 4, 2022

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A. ACCIDENT

Location: Allentown, Pennsylvania
Date: September 28, 2022
Time: 1340 EDT
Airplane: N7329F, Piper PA28-140

B. AIRCRAFT EXAMINATION

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C. SUMMARY

On September 28, 2022, about 1340 eastern daylight time, a Piper PA28-140, N7329F, was destroyed when it was involved in an accident near Allentown Queen City Municipal Airport (XLL), Allentown, Pennsylvania. The student pilot was fatally injured, and the flight instructor was seriously injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 instructional flight.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The airplane impacted trees in a semi-populated wooded area, about 1 mile from the departure end of runway 25 at XLL. The final tree impacted was in the front yard of a residence and the airplane came to rest on the ground near the tree. The inboard portion of the left wing remained in the tree suspended above the ground.

2.0 Airframe Examination

2.1 Fuselage

The cabin section of the airplane from the firewall to just aft of the baggage compartment was consumed by the postimpact fire. The aft fuselage was bent to its left and the tail surfaces remained attached to the aft fuselage. The engine came to rest at the front of the fuselage.

2.2 Empennage

The horizontal stabilator remained attached to the fuselage. The anti-servo tab remained attached to the stabilator. The vertical tail remained attached to the fuselage and the rudder remained attached to the vertical tail. All tail surfaces exhibited damage due to impact, but no preimpact defects were noted.

2.3 Wings

The inboard part of the left wing, from the root to the outboard end of the flap was lodged in the limbs of a large tree. The left flap remained attached to this portion of the wing. The remainder of the left wing was separated and found on the ground next to the tree. There was a large semi-circular indent in the wing leading edge consistent with tree impact. The aileron remained partially attached to this portion of the left wing.

The right wing came to rest alongside the fuselage. The top and bottom wing skins were separated from the structure and the landing gear was still attached. The aileron and flap remained attached.

2.4 Landing Gear

The main landing gear remained attached to the wings. The nose landing gear was found in the wreckage of the fuselage.

2.5 Cockpit

The cockpit of the airplane was consumed by fire.

3.0 Engine Examination

The engine was examined on-site. Initially the engine would not rotate due to impact damage, but was able to be rotated after starter, and a portions of the starter gear/pulley were removed. Compression and valve train continuity were verified by rotation of the engine. Fire damage precluded conclusive examination/testing of the carburetor and magnetos. The oil filter was opened, and the filter element examined.

No defects that would have precluded normal operation were discovered with respect to the engine.

4.0 Propeller Examination

The two-blade metal propeller remained attached to the engine. The blades were relatively straight with little damage noted.

Submitted by:

John Brannen
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