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Aviation Safety - Central Region

Date: February 12, 2025

Subject: CEN25LA081, N6799P

Contact: Elmer "Steve" Logue - accident pilot and A&P mechanic

On January 16, 2025, about 1530 central standard time, a Piper PA-24 airplane, N6799P, was substantially damaged when it was involved in an accident near Bentonville, Arkansas. The left seat pilot sustained serious injuries, and the right seat pilot sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 ferry flight.

On January 15, 2025, he completed a 100-hr inspection and checked compressions, which were all good but Nos. 3 and 4 were higher than the rest. No. 4 was 80/80. They put the airplane on jacks and tested gear, checked brakes, pulled cleaned and gapped plugs, checked fuel and oil lines, checked instruments, checked oil filter for metal (negative). When they first tried to start the airplane (first run up during pre-buy inspection) the starter didn't engage. He moved the key around and tried again then it started ok. They tested fuel selector operation and ran engine for about 1 hour.

On January 16, 2025, he finished the inspection, and he felt good that it was a properly working airplane, otherwise he wouldn't have told Nick to buy it. The previous owner hadn't flown it for about 5 months before the sale. Extensive engine run up that morning which was normal. Topped off the fuel tanks. Departed and circled about 4,500 ft, everything checked good, so they departed for their first destination. During the first flight he couldn't lean the engine because No. 4 cylinder was getting hot (over 450°). They were burning about 20 gph so they changed their destination to somewhere closer. Landed at FAM, filled tanks and confirmed they were burning about 20 gph. Checked under the cowl and moved a piece of baffling to hopefully help with airflow. Departed again and flew about 50 mins and switched

to the right tank. Coming into the traffic pattern at FAM he reduced power and extended the gear. He tried to add power and then propeller stopped. He pushed the starter but it wouldn't engage and the propeller wouldn't turn; not even windmilling. Had lost 500 to 600 ft by that point so they started looking for a place to land. Cleared power lines and stalled, banked right, then hard landing.

His handwritten notes explained:

At (9:56 ET) 10:56 CT was start of first leg on the right fuel tank. He initially estimated about 16 gph, but fuel indicator was telling him 20 gph.

At (10:52 ET) 11:52 CT they switched to left tank

At 11:57ET (12:57 CT)

He noted that the time zones were off since they switched time zones during the first leg. (The time zones noted above that are not in parentheses are the times written on his notes.)

At 2:00 CT, they departed on the accident leg. He slowed engine down to 23 square for this leg as opposed to 25 square on the first leg.

At 2:50 CT, copilot switched tanks. They had the right tank selected when the engine first quit.

He pushed the starter button at least 4 times but it wouldn't engage. The propeller was completely stopped and not even windmilling. At one point he did pitch down to try to get the propeller to windmill but it didn't move.

He though he did everything he could have done considering the circumstances.

END

SADAN

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