

Inspector's Statement

Aircraft Accident PA-24-250, N5923P NTSB # ERA14LA325
Date Occurred 7/3/2014 11:20 CDT
Location Monroeville, AL 1 nm southwest of KMVC
Pilot Name & Cert. No. Daniel Reid, [REDACTED]
Vance Alexander, [REDACTED] receiving training

I arrived at the accident scene near 545 Gardner Road, Monroeville, AL on 7/3/2014 at 14:00 CDT.

A preliminary review of the wreckage path indicated that the aircraft had been heading approximately southeast bound when the left wing impacted a 25 feet pine tree in an approximate 45 degree right bank and about 20 feet up the tree. This caused the left wing to be torn off the fuselage at the wing root. The left wing landed about 19 feet southeast of the tree. The aircraft continued forward. Ground scars in the road approximately 54 feet from the pine tree appear to indicate the propeller and the right side of the front of the fuselage scapped the road are consistent with bends in the propeller and scrape marks on the right side of the fuselage. The right wing end cap was found adjacent to the roadside slightly beyond the left wing. The aircraft then came to rest inverted in a ditch approximately 84 feet from the initial impact with the pine tree. Dirt and buckling of the metal on the left underside of the fuselage indicate the aircraft rolled to the left as it made full contact with the ground at the edge of the ditch. The outer portion of the right wing was separated from the main portion of the wing and lay a few feet in front of the nose of the aircraft. The main wreckage was located at 31°27'12"N 87°20'2"W on an approximate 160° heading.

Fuel was dropping from the inverted right wing of the aircraft. A preliminary review of the inverted cockpit revealed that the auxiliary fuel pump was off, master switch was off, flaps and gear were up, carburetor heat was off, prop control showed approximately two inches out, primer was locked, throttle was 2 inches out and the mixture appeared to be full forward. The fuel selector indicated that it was on the right tank. It was not apparent from site examination that fuel had sprayed and/or leaked from the left wing when it was torn from the aircraft but I did not arrive on the scene until approximately 2 ½ hours after the crash.

Prior to turning over the aircraft, the fuel was drained from the right tank and approximately 12 gallons were recovered. Fuel had been dripping from the right wing for almost 4 hours. Emergency management personnel had absorbed the dripping fuel with padding. The aircraft was turned right side up and loaded on a flat bed truck. The aircraft was unloaded at Castillow's Towing Service. The cowlings were opened and a preliminary review of the engine did not indicate there was any notable discrepancy such as excessive oil leakage and misplaced engine parts. The oil dip stick indicated 7 quarts of oil which appeared fairly clean. Further examination of the aircraft was scheduled to be conducted when an airworthiness inspector would be available.

7/10/14 8:30 CDT

Inspector Jack Clark and I returned to Castillow's Towing Service to examine the aircraft and engine. We removed the cowlings and hoisted the front end of the aircraft. The propeller turned normally and indicated continuity through the crank shaft. All 12 spark plugs were removed and

examined. Their appearance indicated they were fairly new but had a whitish appearance on top indicating a lean running mixture. The propeller was pulled through and all 12 plugs showed spark. All cylinders showed satisfactory thumb compression. The magnetos were checked and were producing spark. The carburetor was opened and looked dry. The carburetor screen had some minor debris but was not plugged. It was noted that there was fuel in the line to the electric fuel pump. It was confirmed that the fuel selector was pointing to the right tank and the auxiliary fuel pump switch in the cockpit was off. The spark plugs were returned to their proper locations and the wires reinstalled. The engine compartment and front portion of the cabin were covered with a tarp. No other portions of the engine or the fuel system were inspected.



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