

N6764W Statement

March 28, 2017

On March 7, 2018, accompanied Inspector Grillo to look at the accident of a Piper PA-28-140, N6764W that had crashed in a home in Massey Ranch. The aircraft was in a vertical position on the corner of the carport of the house. I accomplished a walk around and inspection of the wreckage without disturbing it. Took pictures and noted the condition and location together with direction of flight and position of the airport. The aircraft was in the approach to land phase when the accident occurred.

The windshield was blown out, the right door was open, the propeller was buried under the nose of the aircraft and only a partial blade was visible.

The engine was pushed back into the cockpit to the area where the instrument panel is supposed to be at.

The left wing had separated from the fuselage; the inboard leading edge area was pushed back into the main spar and the outboard leading edge was crushed all the way to the tip.

The right wing had separated from the fuselage; the outboard leading edge had contacted the roof of the house and was damaged. The underside of the right wing had a hole at approximately midpoint of the wing aft of the rear spar.

A big tree limb of approximately 20 feet long and 8 to 10 inches thick was under the left wing in the area where the leading edge was pushed back.

The tail and aft fuselage was not physically damaged as observed.

An assessment of the position of the aircraft, the house and the approach path was accomplished with the following results:

1. Aircraft was lined up in the general direction with runway.
2. Aircraft altitude was low
3. Right wing makes impact with small tree top (hole on bottom of right wing)
4. Right wing separates from fuselage (indication of small rip to the right fuselage by control cables in the rear direction)
5. Immediately, left wing makes contact with bigger tree, crushing the inboard leading edge, separating left wing from fuselage and causing aircraft to immediately stop forward movement causing right wing to continue forward(indication of big rip on the right fuselage in the forward direction)
6. Aircraft dead weight continued forward approximately 75 feet until contact with house and ground

Damage to the propeller and engine was a result of the ground contact.

Left and right wing fuel tanks were intact with no holes and still part of the wings.

All fuel lines had broken off or severed when wings separated from the fuselage.

There was no noticeable fuel spills or fuel smell in the area.

The amount of fuel could not be determined at the time due to the position of the wreckage.

Signed,

Antonio Gonzalez Santiago

Principal Inspector.

N6764W Log Book Review

N6764W Piper PA-28-140 S/N 282890 Tach time 3605.5

Last aircraft Annual inspection completed 03/15/2017 tach time 3590.5 TTAF 4090.5 by James Ballard IA [REDACTED] Previous Annual inspection completed 09/13/2006 Tach time 3553.61. The aircraft appears not too been in service for 10-9 years according to the aircraft logbooks. No issues found in the logbooks.

Last engine annual inspection completed 03/15/2017 tach time 3590.5 TTAF 4090.5 by James Ballard IA [REDACTED] Last major overhaul performed 02/20/1970 at tach time 2592.0. The engine has 1513.5 hrs. Since the last over haul and Total time of 4105.5hrs. No issues found with engine logbooks.

Propeller was installed after over haul 3/09/2005 tach time 3551.95. The propeller has 55.53hrs since overhaul. Unable to determine total time.

Aircraft documentation is complete and no issues reveal during the review.