



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

July 23, 2019

Subject: N7833D, Piper PA22-150, 07/14/19, Hastings, Florida, NTSB Investigation ERA19LA227. Wreckage Examination.

On July 23, 2019, the airplane was examined with oversight by an NTSB Investigator. The following observations were noted:

The pilot reported that he was unable to locate the airplane maintenance logbooks

The engine crankshaft was rotated using an accessory drive tool:

- Suction and compression was observed on all four cylinders

- Cold compression testing revealed values "in the low 60s" (psi) for all four cylinders

- Valvetrain and crankshaft continuity were confirmed

The engine oil was "very dark" in color

The engine oil screen was absent of debris

The carburetor inlet screen was absent of debris

The air filter element was unobstructed

The carburetor was fractured and separated from the engine. The throttle, mixture and carburetor heat controls remained attached to their respective attach points.

The magnetos produced spark on all towers when rotated by hand

The spark plug electrodes were black in color and appeared sooty. The bottom spark plugs from the Nos. 1 and 3 cylinders were oil soaked.



Figure 1 - Spark Plugs

Flight control continuity was established through recover cuts and impact separations

The fuel selector was found in the “both” position and operated normally during a test with low pressure air

Excessive play was observed in the bearings for all three landing gear wheels

The primer was found unlocked and open about $\frac{1}{4}$ - $\frac{1}{8}$ inch. The primer system was plumbed to all four cylinders.



Figure 2 - Primer Control

The upper end of the green range on the engine tachometer was 2,700 RPM.



Figure 3 - Engine Tachometer

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