



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 22, 2022
NTSB Accident Number: ERA20LA202

Examination of the cockpit revealed the fuel control panel in the cockpit was largely intact. The left fuel selector handle was in the left outboard fuel tank position and was secure in the detent. The right fuel selector handle was in the right inboard tank position and was secure in the detent. The fuel crossfeed lever was in the ON position. The BOOST PUMP switches located to the left of the throttle levers and along the lower edge of the instrument panel, were in the OFF position.

The nose section including the baggage compartment door was separated from the fuselage. The lower portion of the nose below the forward baggage compartment floor and including the nose landing gear were impact damaged and displaced aft into cabin floor area. The windshield was fragmented and separated from the fuselage. The forward cabin door was impact damaged and only remained attached to the fuselage by the holder assembly connecting the door to the lower door frame. The emergency exit remained installed in its opening. The aft baggage door remained intact in its opening. The cabin was partially separated from the tailcone at the skin joint between Fuselage Station (FS) 153 on the belly and FS 171 on the cabin top. The lower cabin structure forward of FS 153 was displaced upward. The tailcone aft of FS 171 did not exhibit any significant deformation or damage.

The hydraulic flap actuating cylinder piston was extended about 7 inches which corresponded to flaps retracted. The rudder trim jackscrew was extended aft from the drum about 5/8 inch or about 5 threads, which corresponded to a neutral to slight aircraft nose right trim setting. The stabilator jackscrew was extended above the drum about 1/2 inch or about 10 threads, which corresponded to a full aircraft nose up trim setting.

Examination of the left propeller revealed it remained attached to the crankshaft flange, both blades remained captured in the hub assembly, exhibited aft bending about mid-span, and were at or near the low pitch position (Figure 1).

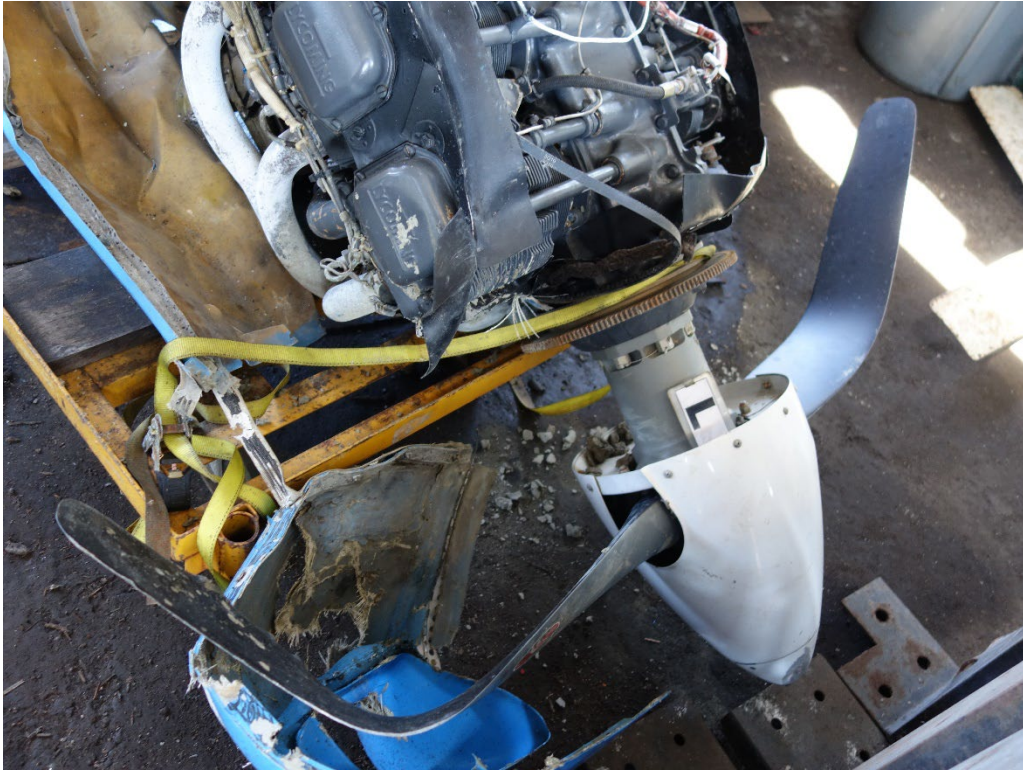


Figure 1: Piper Digital Photograph. View of the Left Propeller Assembly. Note the position of both propeller blades in low pitch.



AIRCRAFT FLIGHT LOG

LOG #

2630

PAGE #

LAST DAY 36.1

THIS PAGE 12.2

DATE: 6/3/20

AIRCRAFT: N1863VL

MODEL: BN2P

TIME AVAILABLE 33.9

PIC	SIC	FROM	TO	OUT	OFF	ON	IN	FLT TIME	BLK TIME	COMMENTS
[REDACTED]	/	SIG	KOR	8:17	8:50	9:20	9:22	.5	.6	
[REDACTED]	/	KOR	VB	9:26	9:38	9:38	9:40	.2	.2	
[REDACTED]	/	VB	SIG	9:46	9:59	10:21	10:23	.4	.5	
[REDACTED]	/	SIG	KOR	14:20	14:53	15:23	15:25	.5	.6	
[REDACTED]	/	KOR	VB	15:50	15:53	15:42	15:44	.2	.3	
[REDACTED]	/	VB	SIG	16:12	16:21	16:02	16:04	.4	.4	
				:	:	:	:	.	.	
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☐ DAILY CHECK☐ SPECIAL CHECK

This release certifies that this aircraft is airworthy in accordance with the Maintenance Manual and/or FAR 135.421(a) & 135.443 (b).

Mechanic: _____

A&P: _____

Total Aircraft Time: _____

SPECIAL / DAILY CHECK DUE DATE: 6/7/20

TODAY

2.2 2.5

AIRCRAFT
TOTAL
TIMETOTAL
ACCUMULATED
LANDING

C.A.M.P. _____

ACCUMULATED TOTAL BROUGHT
FORWARD

31168.7

1113272

A.A.I.P. B

TOTAL FOR TODAY

2.2

6

DUE AT:

ACCUMULATED TOTAL

31170.9

1113278

31197.8

VOR _____ CHECK: VOR #1 _____ ° VOR #2 _____ ° ± _____ ° VOR CHECK DUE DATE: 1/1/

NO	DISCREPANCY REPORTS	BY	CORRECTIVE ACTION OR COMMENTS	SIGNATURE	CERT #
1	KOR Panel Collapsed		2021 Panel replaced IAW m/m	[REDACTED]	A [REDACTED]

CAPTAIN'S SIGNATURE

1

PRE - FLIGHT ☐ 2PRE - FLIGHT ☐ 3PRE - FLIGHT ☐IF ADDITIONAL SPACE IS REQUIRED USE THE BACK OF THIS FORM - CHECK THIS BLOCK ☐

FORM: #06 11/15/18 REV 55

IF ADDITIONAL SPACE IS REQUIRED USE THE BACK OF THIS FORM. CHECK THIS BLOCK ☐ FORM: #06 11/15/18 REV 55