



MEMORANDUM FOR RECORD

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Date: March 5, 2021
Subject: Wreckage Examination Information
NTSB Case Number: ERA21LA087

On March 3, 2021, the wreckage of N662TC was examined by investigators from the NTSB and Piper Aircraft Corporation.

The following information was garnered during the examination:

Fuselage

The fuselage exhibited impact damage at the tail-cone area as well as damage consistent with saltwater immersion. The baggage door and cabin doors remained attached to their respective attach points with no visible impact damage observed. The nose gear was impact damaged and was retracted.

The Hobbs meter indicated 905.7 hours. The throttle, mixture, and propeller controls were in the forward position. The engine's induction air was selected to the "primary" position.

The electrical switches were observed as follows:

- Battery master-on
- Alternator 1-on
- Alternator 2-on
- Strobe lights-on
- Taxi lights-on
- Left magneto-on
- Right magneto-on
- Radio master-on
- Pitot heat-off
- Landing gear-up
- Emergency gear extension-stowed

- Flaps-up/0°
- Low fuel & Pump high-off

The fuel selector was observed in the “right” fuel tank position and was confirmed with low pressure air. During fuel selector continuity check, a small amount, of about 3 ounces of blue liquid consistent in color and odor to that of 100LL aviation type gasoline was recovered from the fuel line between the fuel selector and engine. The fuel return line to the right tank was clear of obstruction and the vapor return check valve was functional.

The fuel return line to the left tank was clear of obstruction and the vapor return check valve was functional. When the fuel selector was positioned to the left fuel tank position continuity could not be established with low pressure air. Further examination revealed a “ferry tank” fuel selector valve was installed in the left fuel line between the factory installed fuel selector and the left fuel tank. The ferry tank fuel selector was observed in the “ferry tank on” position which blocked continuity from the left fuel tank to the engine. Continuity was established when the ferry tank fuel selector was positioned to the “ferry tank off” position. With low pressure air no continuity could be established from the field installed ferry tank fuel line that attached to the ferry tank’s fuel selector.

The ferry tank fuel selector valve was not factory installed and was positioned between the pilot and copilot seats on the forward side of the main wing spar.

The gascolator bowl and filter were clear of debris and a small amount of blue liquid consistent in color and odor to that of 100LL aviation type gasoline was observed within the bowl.

Left Wing

The left wing was separated by recovery personnel. The flap and aileron remained attached to their respective attach points. The pitot head was clear of debris and the lift detector remained attached to the wing. The main gear remained attached, and its actuator was extended indicative of the gear down/locked position. The actuator’s piston was cut by recovery personnel. The header tank fuel pump’s pick-up screen and flapper valves were clear of debris. No restrictions were observed within the fuel tank’s pick-up and vent lines during field test with low pressure air. An STC outer fuel cap was installed and both fuel caps remained attached to their respective receptacles.

Right Wing

The right wing was separated by recovery personnel. The flap and aileron remained attached to their respective attach points. The pitot head was clear of debris and the lift detector remained attached to the wing. The main gear remained attached, and its actuator was extended indicative of the gear down/locked position. The header tank fuel pump’s pick-up screen and flapper valves were clear of debris. No restrictions were observed within the fuel

tank's pick-up and vent lines during field test with low pressure air. An STC outer fuel cap was installed and both fuel caps remained attached to their respective receptacles.

Empennage

The vertical stabilizer, rudder, elevator, and horizontal stabilizer remained attached to their respective attach points. About 2' of the left and right horizontal stabilizer and attached elevator were separated by recovery personnel.

Engine

The engine remained attached to the fuselage. Thumb compression and suction was obtained and crankshaft and valvetrain continuity to the rear gears was established during hand rotation of the attached propeller. Damage consistent with saltwater immersion was observed to the engine and its components.

Propeller

The 4-bladed composite propeller remained attached to the engine and all four blades were separated about 1' from the propeller hub. The propeller spinner remained attached with no visible damage observed.