

N678FL Piper PA-28-140 Richard Hines, Pilot Accident Notes

05/06/2023

1400 FAA ROC notification

1445-1700 Office prep and travel to site

1700-2045 Site visit

2045-2200 Travel from site

2200-2315 Notes

Folks Involved: Tomash Bokotey and John Gombar, CLE FSO.

OSP: Tpr Brian Bale, on scene [REDACTED]. Sgt Davis, on scene [REDACTED].
Tpr Jeffries will have OSP report, [REDACTED]. All from Fremont Post.

Heidi: NTSB [REDACTED]

Ralph Hicks: NTSB [REDACTED]

Harry: S24 Airport [REDACTED]

Michael Russel, S24 Manager, [REDACTED]

Madison Motors, recovery company [REDACTED]

Russel Day, Old Republic Aerospace insurer. [REDACTED]

Initial and subsequent information:

N678FL impacted just Northeast of Sandusky County Regional airport (S24). Approximately 100 yards east of Twp Road 224 ¼ mile south of CR Road 213. Aircraft is based at Fremont Airport (14G). According to pilot's wife, from OSP Sgt Davis, and John searching Flight Aware, pilot had made touch and goes at Fostoria and S24. Supposedly S24 runway 06 was favored at time. After take-off from S24 engine sputtered, pilot attempted to return to S24, runway 24. Initial impact to final resting place encompasses approximately 100 feet.

Aircraft: N678FL, Piper PA-28-140, serial number 28-7125608.

Pilot/Owner: Only SoB, Mr. Richard Scott Hines; PPASL [REDACTED]. Life flighted to Mercy St. V's Toledo. Has head and internal injuries. Was conscious and talking some. Going to keep for few day's observation.

Mr. Hines, phone number from Aircraft Registry [REDACTED]

Aircraft/Site Initial Assessment: Right wing separated from aircraft, upside down in field, close proximity to aircraft. Extensive crush damage to wing skin/structure. Right

aileron push pull rod broken, aileron bellcrank assy ripped out of wing, attached by cables to aircraft. Fuel in tank. Tank leading edge ruptured. Defueled remaining, approximately 7 gallons. Right wing tip broke off, close proximity to wing and aircraft. Both wing flaps control/connections/push/pull rods broken.

Aircraft cabin and fuselage has extensive crush/ buckle, skin distortion. Right wing spar broken at outboard wing bolt attachments. Aft fuselage skin wrinkled. Empennage, horizontal stabilators, vertical fin, and rudder undamaged.

Left wing undamaged. When aircraft restored to somewhat level configuration on recovery vehicle flatbed truck, drained approximately 1 quart fuel from left wing tank sump. A few drops of fuel from gascolator quick drain. Fuel selector on "Left."

All switches off, ignition switch off, key missing. Tach time 2617.54. Cabin heat, defroster, carburetor heat off. Throttle quadrant damaged, throttle and mixture in forward position. Primer in and locked.

When aircraft retrieved and stored in hangar at S24, somewhat in normal attitude, oil dipstick reading four+ quarts. Oil clean. Oil filter has 03/13/2023 2613.57 written on it. Engine: Lycoming O-320-E3D, serial number L-29636-27A. Able to rotate limited travel. Vacuum pump drive observed rotating with engine rotation. No obvious external damage to engine noted. Did observe sooty residue on underside of left aft top cowl. Further observed grey exhaust stain around left exhaust stack to muffler clamp connection.

Learned from Rex Damschroder, Fremont Airport Manager, that aircraft based there. He does have record of last time aircraft fueled there. Copy of fuel receipt obtained 05/22/2023, for March 30, 2023, 18.8 gallons.

05/22/2023: Cleveland Flight Standards John Gombar, Tomash Bokotey, and Ken Shauman further examined aircraft.

0745-0900 Travel to S24.
0900-1250 at S24
1250-1315 Travel to Fremont
1305-1330 at Fremont
1330-1500 Travel to FSDO

Propeller, spinner, and front cowl removed for access to engine.

Fuel gascolator removed, dry, no fuel, few black specks in bottom. Accessed engine driven fuel pump and removed. Actuated by hand. A few drops of fuel at pump. Disassembled engine driven fuel pump. No abnormalities noted. Carburetor air box removed. With mirror, visual up carburetor throat finds no obstructions. Actuate throttle, fuel observed squirting. At carburetor throttle open, mixture rich. Carburetor heat valve in "Off" position. Valve secure. Induction air filter assembly has Brackett Air

Filter. Assembly has impact crush. Aeroduct from air filter to carburetor inlet crushed. Strings and internal reinforcing wire intact. Carburetor was removed, drain plug removed, approximately one tablespoon of fuel recovered. Carburetor disassembled. Brass floats installed, no evidence of fuel in floats. Venturi and discharge nozzle intact. No contaminants in fuel bowl.

Fuel selector valve was removed and disassembled. Valve has white plastic core. A few black specks noted on core. Valve operates normally, detents in Left Right and OFF positions felt. No internal obstructions.

Jumped battery cables that were cut by first responders. With Master Switch on, actuated electric fuel boost pump, pump operated.

Muffler was cut away from engine compartment. Internal flame arrestor tube intact. Tail pipe end is showing separation from internal end of muffler. Tail pipe does have bail installed to prevent tail pipe blockage.

With top spark plugs removed and engine rotated, piston movement, finger compression observed. Spark plugs clean, dry, gapped. Except for #2 bottom, it does have oil on electrodes. Engine is tipped down to left. Reconnected left magneto leads to bottom left and top right spark plugs. Rotated engine through firing order. A weak yellow spark was observed at each left mag spark plug. Rocker box covers removed, engine rotated, movement observed at all valves. No abnormalities.

Propeller and Engine Accessories installed.

Sensenich 74DM-0-58 serial number K37213

Lycoming O-320-E2D, serial number L-29636-27A

Left Magneto: Slick 4251 serial number 2055050R LW15638

Right Magneto: Slick 4250 serial number s090206R LW 15636

Engine fuel pump: part number 40295, serial number AA13100

Carburetor: Marvel MA4SPA, part number 10-5009, serial number BL-10-5066.

Flight control continuity partially verified. Extensive firewall crush into cockpit distorted rudder bar, control column "T" Bar. Unable to move controls. Flap handle is down, flaps retracted position.