

National Transportation Safety Board

Office of Aviation Safety

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ERA23LA306

WRECKAGE EXAMINATION

October 2, 2023

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A. ACCIDENT

Location: Mount Gilead, Ohio
Date: July 21, 2023
Time: 1510 EDT
1910 UTC
Airplane: N9519C, Piper PA-32RT-300

B. WRECKAGE EXAMINATION

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C. SUMMARY

On July 21, 2023, about 1510 eastern daylight time, a Piper PA-32RT-300 airplane, N9519C, was substantially damaged when it was involved in an accident near Mount Gilead, Ohio. The private pilot and one passenger sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The accident site consisted of a soybean field. The airplane came to rest upright, and there was no postaccident fire. The landing gear were retracted. The wing flaps were set at 10°.

2.0 Airframe Examination

2.1 Fuselage

The fuselage was buckled near the windscreen, just aft of the passenger doors and forward of the empennage. The engine firewall appeared undamaged.

2.2 Empennage

The stabilator was removed by recovery personnel and was undamaged. The vertical stabilizer and rudder appeared to be undamaged. Flight control

continuity was confirmed from the stabilator and rudder control surfaces to the cockpit controls.

2.3 Wings

The wings were removed by recovery personnel and exhibited minor damage. Both wing tanks were uncompromised. The left wing fuel tank was empty of fuel. When examined by Federal Aviation Administration inspectors at the accident site, the electric fuel gauge in the cockpit registered empty and the exterior fuel tank gauge also registered empty. The right wing fuel tank contained about 25 gallons of 100LL aviation gasoline. The electric fuel gauge in the cockpit registered about 25 gallons and the exterior fuel tank gauge also registered about 25 gallons. Flight control continuity was confirmed from the ailerons to the cockpit controls.

2.4 Landing Gear

The landing gear were retracted.

2.5 Cockpit

The instrument panel was undamaged. The engine tachometer read 4823.3 hours. The throttle, mixture, and propeller controls were in the full forward positions.

2.6 Survivability

The airplane was equipped with 3-point restraints at the cockpit seats. The restraints were undamaged. The seats were secure on their tracks.

2.7 Fuel/Fuel System

Compressed air was blown through fuel system to test the fuel selector valve. The fuel lines were clear and unobstructed, and the valve operated normally with evidence of trace residual fuel inside of lines. The fuel strainer, mounted on the underside of the fuselage, was removed. The unit contained a trace amount of residual fuel, and the filter element was clean.

3.0 Engine Examination

The engine was equipped with a dual magneto with an impulse coupling. When rotated manually, the unit produced a strong spark on all 12 towers. Fuel flow divider was partially disassembled. The rubber diaphragm was undamaged, supple, and there was evidence of residual fuel inside the cavity.

All six fuel injectors were clean and clear with no obstructions.

Fuel servo inlet screen was clear and there was residual fuel on the screen.

Engine internal continuity was confirmed by manually turning the engine with the propeller. Compression and suction were observed on all six cylinders when rotated through. Valve action was correct on all cylinders. Continuity was confirmed to rear accessory section.

The top park plugs removed top plugs electrodes were normal in color and wear when compared to a Champion Check-A-Plug chart.

The engine-driven fuel pump was removed for examination. The lever was actuated manually, and the pump expelled a small amount of residual fuel. When disassembled, the internal components were normal in appearance.

4.0 Propeller Examination

The propeller remained attached to the crankshaft. All three blades were bent aft about 45°. There was light polishing of the blade surfaces. There was no twisting of the blades observed.

Submitted by:

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