

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



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WRECKAGE EXAMINATION

February 21, 2024

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A. ACCIDENT

Location: Ottawa, Ohio
Date: October 22, 2023
Time: 1515 EST
1915 UTC
Airplane: N6757P, Piper PA-24-250

B. WRECKAGE EXAMINATION

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C. SUMMARY

On October 22, 2023, about 1515 eastern daylight time, a Piper PA-24-250 airplane, N6757P, was substantially damaged when it was involved in an accident near Ottawa, Ohio. The private pilot was not injured. 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 airplane initially touched down on a grass-covered farm field, crossed a raised asphalt road, and came to rest in a cornfield. The airplane came to rest upright, and there was no postaccident fire. FAA Inspector David Schluep, Columbus, Ohio FSDO, performed the on scene investigation and assessed the damage on October 24, 2023.

2.0 Airframe Examination

The wreckage was recovered to Midwest Air Recovery, Carbondale, Illinois. A follow-up examination by the NTSB IIC was completed on February 21, 2024.

2.1 Fuselage

Structural buckling of the lower fuselage was observed near the engine firewall. The empennage was generally intact and undamaged. A flight control continuity check was not performed.

2.2 Empennage

The empennage was intact and undamaged.

2.3 Wings

The wings were removed by recovery personnel and exhibited substantial damage. The wing fuel tanks were uncompromised. Recovery personnel drained the fuel tanks during recovery. The amount of fuel recovered from the tanks was not documented by recovery personnel; however, there was adequate fuel in both tanks for the flight and the recovered fuel was clean and free of water.

2.4 Landing Gear

The landing gear were found in the extended positions; all three landing gear collapsed during the landing sequence and were damaged.

2.5 Cockpit

The instrument panel was undamaged. The engine tachometer read 1328.45 hours. The throttle was found in the mid-range position, the mixture was retarded, and propeller control was full forward. The fuel tank selector handle was in the OFF position. The landing gear switch was in the extended (gear down) position.

2.6 Survivability

The airplane was equipped with lap belts at the cockpit seats. The restraints were undamaged. The seats were secure on their tracks.

2.7 Fuel/Fuel System

The inlet fuel line to the carburetor was removed; it contained a trace amount of blue-colored fuel. The gascolators were opened and drained. One gascolator contained about 2 ounces of blue-colored fuel. The other gascolator contained about 1 ounce of blue-colored fuel. Both samples contained a trace amount of gray particulates that resembled sand (photo 1).



Photo 1 – Fuel recovered from gascolator, note fine particulates

3.0 Engine Examination

The engine remained attached to the engine mount that was attached to the firewall. The Hartzell two-bladed, controllable-pitch propeller remained attached to the crankshaft.

The top spark plugs were removed and examined. They exhibited normal wear and light gray, lean coloring as compared to a Champion Check-A-Plug inspection chart (figure 2). Internal engine continuity was verified by manually rotating the propeller. Compression and suction were confirmed on all cylinders using the “thumb” method. Valve action was correct and the rear accessory drive gears all rotated with propeller rotation.



Photo 2 – Top spark plugs

The engine magnetos were removed and tested by manually turning the drive couplings. Both magnetos produced a bright, blue spark to all leads when rotated.

The air intake to the carburetor was unobstructed. The airbox was crushed.

The carburetor was removed for examination. The bowl was dry and clean with no particulates observed (photo 3). The brass floats were intact and uncompromised. The carburetor inlet fuel screen was unobstructed and contained a trace amount of light gray particulates that resembled sand. The accelerator pump operated normally.



Photo 3 – Carburetor, disassembled

The engine-driven fuel pump was removed for examination. The pump lever was actuated manually; a trace amount of fuel was expelled when the pump operated. The pump was then disassembled and the rubber diaphragm was supple and undamaged and the internal components were unremarkable. The cavity was wet and smelled of 100 low lead aviation gasoline.

The oil suction screen was removed for examination. The screen was partially blocked and contained soft, black, sludge-like material that resembled carbon (photo 4). The material was not ferrous in nature when tested with a magnet. The oil filter was removed and opened using a cutting tool. The paper element was free of metallic debris or particulates.



Photo 4 – Sludge-like carbon material found in oil suction screen

4.0 Propeller Examination

The propeller remained attached to the crankshaft. One blade was bent aft about 35°. The other blade appeared undamaged. No rotational damage was observed on either blade. Internal hub continuity was confirmed and there were no leaks observed.

Submitted by:

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