

DETAILS OF MUFFLER/BAFFLES/EXHAUST INSPECTION FOR N4244T

Accident Details:

NTSB#: WPR17LA138
Aircraft: Cherokee Piper P-28-140
Tail: N4244T
Serial #: 28-7225103
Owner: [REDACTED]
Date Accident: June 30, 2017
Time: 13:17
Police Report: 17-243274 (HPD)
Passengers: 3
Injuries: 3 Serious Condition, taken to Queens Medical Center
Fatalities: NONE

Accident Location/Details: Mapunapuna Canal Overpass (H-1, just East of Mapunapuna Off-ramp Eastbound), Between Parking staging area (Paa Street) and Ballard Mortuary. Wreckage came to rest under H-1 Overpass at compass: (21 Deg 20' 41.43" N, 157 Deg 53' 36.55" W).

Engine Muffler/Baffling/Exhaust Exam Details:

Location: [REDACTED]
Date: July 25, 2017
Engine: Lycoming O-320
PN/SN: O-320-E30/L-29767-27A
Participants: [REDACTED] – Airframe and Powerplant Mechanic
[REDACTED] – Airworthiness Inspector, FAA
[REDACTED] – Airworthiness Inspector, FAA

A second engine exam was performed on 7/25/2017 at the request of Mr. [REDACTED], Sr. Air Safety Investigator of Lycoming Engines. This inspection was in addition to the initial inspection that was performed to the engine on 7/12/2017. [REDACTED] asked that the muffler baffling and the inside of the muffler be inspected for any eroded baffles or any signs of obstruction of flow. [REDACTED] (a certificated Airframe and Powerplant Mechanic) returned to perform the maintenance teardown with Mr. [REDACTED] (FAA Airworthiness Inspector) and [REDACTED] (FAA Airworthiness Inspector) both on scene to document and provide guidance per the instructions of [REDACTED] from Lycoming.

Pictures were documented, and the muffler and exhaust piping was removed from the powerplant for inspection. The inspections that were performed were both visual, as well as utilizing a borescope to probe inside of the exhaust, muffler, and muffler baffling.

Although there was significant damage due to the impact, as well as the fire that consumed the wreckage post-crash, it was confirmed that there was nothing significant that would show that the muffler, the baffles, or the exhaust piping would be eroded. Additionally, there were no visible signs –

either visually, or with the aid of the boescope - that showed any indications of blockage or obstruction of flow.

Additionally, the following information was recorded from the Engine Data Plate ("NO INFO" indicates field was blank on data plate):

BRAND:	Avco Lycoming Aircraft Engine		
MODEL:	O-320-E30		
TC:	274		
ENG NO.	1L-29767-27A (PC-3)		
FUEL-OCT. MIN:	80/87		
PROP RATIO:	NO INFO		
TAKE-OFF (5 MIN):	NO INFO	H.P. AT:	NO INFO
NORMAL RATED:	150	H.P. AT:	2700
CRITICAL ALT.	NO INFO	FT.	
VALVE CL.	NO INFO	COLD	
PATENT NO'S:	NO INFO		
SPARK ADV:	25 (Degrees)		

There are pictures that were taken that support this report.