

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24LA254

WRECKAGE EXAMINATION SUMMARY

December 8, 2025

A. ACCIDENT

Location: Roy, Utah
Date: July 24, 2024
Time: 1555 MDT
Airplane: N134MG, Piper PA-34-220T

B. EXAMINATION SUMMARY

NTSB: Zane Brown
National Transportation Safety Board
Federal Way, Washington

C. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

Damage to the airframe prevented functional testing of the landing gear system.

2.0 Engine Examination

The left engine, a Continental Motors TSIO-360-KB, S/N 315272, was separated from the airframe. Throttle control rigging could not be determined.



Photo 1: Right Side View of Engine



Photo 2: Left Side View of Engine



Photo 3: Rear View of Engine

The bottom spark plugs were removed. All 6 fine wire spark plugs were in normal condition, with slight oil fouling on cylinders Nos 1, 3, and 5 likely as a result of the engine lying on its side.



Photo 4: Bottom Spark Plugs

The propeller and throttle controls remained connected and were free to move from stop to stop. The mixture control cable was only able to move from about 70% toward full rich and was blocked by an impact damaged crossover tube.

The fuel system was free of debris and intact. The fuel flow divider was disassembled; the diaphragm was pliable but felt slightly brittle, with no rips or tears observed. All 6 fuel injector nozzles were removed and were clear of obstructions.



Photo 5: Fuel Screen from Engine Fuel Flow Divider



Photo 6: Diaphragm from Fuel Flow Divider

The crankshaft was rotated by hand using the propeller and thumb compression was obtained on all six cylinders. Rotational continuity was established throughout the engine and valve train. Spark was produced on all ignition leads and the magneto-to-engine timing was verified at 20 degrees before top dead center.

The turbocharger was not damaged and rotated freely with no axial or radial play. The wastegate moved when actuated by hand, and it was connected to its supply lines; the wastegate was damaged by impact forces. The turbo pressure relief valve moved when manually actuated with a hand tool.

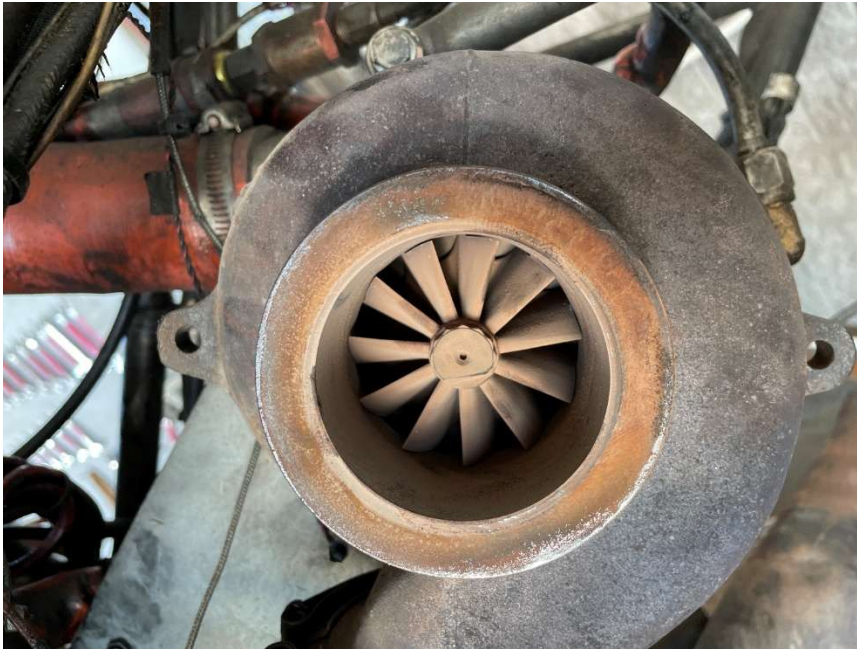


Photo 7: Turbocharger

3.0 Propeller

One propeller blade was secured in the hub, and the other two blades were loose in the hub. One blade was bent aft, and the other two displayed mild S-bending. All blades displayed chordwise gouging along the leading edge.



Photo 8: View of Propeller Blades

Submitted by:

Zane Brown
Aviation Accident Investigator