

**LYCOMING**

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## Air Safety Investigation ➔

### Single Engine Field Notes

<b>Mishap Date:</b>	June 20, 2008	<b>Mishap Time (24 hr.):</b>	1210 EDT
<b>Aircraft Registration:</b>	N988PC	<b>Air Safety Investigator:</b>	Edward Rogalski
<b>Aircraft Manufacturer:</b>	Piper 1989	<b>Aircraft Model:</b>	PA-18
<b>Location:</b>	Lake Placid, FL	<b>Aircraft S/N:</b>	1809010
<b>On Scene</b>	No	<b>Aircraft Damage:</b>	Substantial
<b>Examination:</b>			
<b>Federal IIC:</b>	Michael Huhn	<b>NTSB Report#:</b>	NYC08LA221

Engine:	Engine
Model	O-360-C4P
Serial Number	L-35913-36A
Total Time	759.6 Hours Since New
Crankshaft S/N	V53791378
Case Match #	K0207/K0207

Propeller:	Manufacturer	Part Number	Serial Number
	Sensenich	76EM8-0-56	32000K

Injuries:	Number	Fatal	Serious	Minor	None
Crew	1	1	0	0	0
Passengers	1	1	0	0	0
Ground		0	0	0	

**Registered Owner:** 3/4 Time LLC  
xxxxxxxxxxxxxxxxxxxxxx  
xxxxxxxxxxxxxxxxxxxxxx

**Operator:** Mason G. Smoak

**Pilot:** Mason G. Smoak  
xxxxxxxxxxxxxxxxxxxxxx  
xxxxxxxxxxxxxxxxxxxxxx

**Medical, Date Issued:**

**Pilot Rating:**

### Summary:

On June 20, 2008, about 1210 EDT, N988PC a 1989 Piper PA-18, was substantially damaged when it impacted airport terrain at Placid Lakes Airport (09FA), Lake Placid, Florida. The certificated private pilot and a passenger were fatally injured. The aerial observation flight was operated under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed for the local flight, and no flight plan was filed.

According to Federal Aviation Administration (FAA) records, the airplane was owned by the family of the pilot. According to the FAA inspector who responded to the accident, the airplane contained a significant number of postdelivery modifications. These modifications included additional antennae, as well as vortex generators and other aerodynamic alterations. The passenger was a University of Kentucky professor who was engaged in wildlife tracking studies.

## Engine Data

Model	Serial Number	Total Time
IO-360-C4P	L-35913-36A	759.6 Hours Since New

Above engine Information taken from: Identification plate and maintenance records.

Case Match # K0207/K0207 Engine S/N on Case: L-35913-36A

Crankshaft S/N: V53791378

Last Annual Inspection by: Carter Aircraft, Inc. - Sebring, FL. Date 2/25/08

Last Overhaul by: N/A Date N/A

Maintenance Records Attached? ☒ Yes ☐ No

On-Scene Exam? ☐ Yes ☒ No

Was Engine Disturbed Prior to Your Arrival? ☐ Yes ☒ No

Does Crankshaft Rotate? ☐ Yes ☐ No

Propeller Attached? ☒ Yes ☐ No

Does Engine Appear to be run able? ☐ Yes ☒ No

Evidence of Fire? ☐ Yes ☒ No

### Comments:

On July 9, 2008, this investigator assisted the FAA conduct a post recovery examination of the subject aircraft wreckage and engine at the facilities of Quality Aircraft Salvage, Inc., located in Groveland, FL.

The propeller showed signs of rotation upon impact. Both blades exhibited chordwise score marks. Both blades were bent aft and displayed torsion bending. The propeller was removed from the engine for examination purposes.

Engine examination included partial disassembly. The spark plugs, valve covers, and accessory components were removed and documented.

Borescope examination of the top end components revealed no anomalies. The combustion chambers exhibited the same gray color as the spark plugs.

The engine crankshaft was rotated by hand and continuity of the crankshaft, camshaft, valve train, and accessory drives was established. Each cylinder produced compression while the engine was rotated.

At the conclusion of the examination no evidence of any pre impact mechanical failure or malfunction was found that would have prevented the engine from developing power prior to the mishap.