



## Memorandum For Record

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**Sr. Air Safety Investigator**  
**Eastern Region**

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**Date: 10/19/2023**  
**NTSB Accident Number: ERA23FA067**

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### Cockpit Documentation

- Extensive impact damage to instrument panel, flight and engine instruments
- Pilot control yoke cut consistent with recovery
- Flap Indicator- Near Lower End of Takeoff Range
- Airspeed Indicator-Glass missing needle about 115 knots
- Altimeter-940 ft and 30.30 inches of Mercury
- Turn Coordinator-Full Right Bank Ball in Left Quadrant
- Upper Garmin G5-Glass cracked, knob bent down
- Lower Garmin G5- Glass cracked, knob bent slightly down
- Flap selector-Displaced to Left near OFF position
- Left Tachometer-Digital unknown reading (Horizon Instrument)<sup>1</sup>
- Right Tachometer-Digital unknown reading (Horizon Instrument)<sup>2</sup>
- Unknown Manifold Pressure Gauge-Faceplate Separated from panel and glass missing. Near 30.00 inches.
- Left Cowl Flap – Full in (closed)
- Right Cowl Flap-Full in (closed)
- Left Engine Alternate Air – In (closed)
- Right Engine Alternate Air- In (closed)
- Rudder Trim Selector and Indicator-Selector knob separated but pointer was near full nose left<sup>3</sup>
- Compass-220°

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<sup>1</sup> According to the NTSB Chief of the Vehicle Recorder Division, this device only records tachometer recording time.

<sup>2</sup> According to the NTSB Chief of the Vehicle Recorder Division, this device only records tachometer recording time.

<sup>3</sup> Refer to Piper photograph DSC00807.jpg.

### **Throttle Quadrant**

- Left Throttle-nearly fully closed
- Right Throttle-About midrange
- Left Propeller-Near midrange
- Right Propeller-Near midrange about 1/2 knob width aft of Left
- Left Mixture- About midrange lever bent slightly to the right
- Right Mixture-About 1 full knob width Forward of Left.
- Throttle Friction Lever-Near Vertical