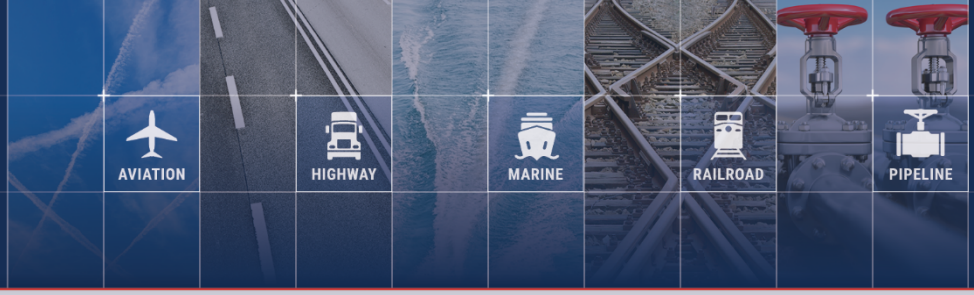

Aviation Investigation Factual Report

Location:	Milton, Florida	**Accident Number:**	MIA05LA036
Date & Time:	December 2, 2004, 13:12 Local	**Registration:**	N7510W
Aircraft:	Piper PA-28-180	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On December 02, 2004, about 1312 central standard time, a Piper PA-28-180, N7510W, registered to and operated by a private individual as a Title 14 CFR Part 91 personal flight, had a loss of engine power during takeoff and impacted the ground at Peter Prince Field, Milton, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The commercial-rated pilot received serious injuries, and the airplane incurred substantial damage. The flight was originating at the time of the accident.

The pilot stated that the preflight was normal, fuel was "clear", no water was present, and had approximately 35 gallons of fuel in the fuel tanks. He taxied to runway 36 and did an engine run-up prior to takeoff. He noted that the fuel selector was on the right fuel tank. He departed on runway 36, and shortly after liftoff the airplane engine started to run "rough", the pilot then switched the fuel tank selector to the left tank, he could not remember if the fuel tank selector was on a detent or not. He made a 180-degree turn to return back to the field and crashed west of the north end of runway 18. The pilot added, during that time with the engine problem, he placed his right hand on the yoke and with the left hand he reached for the fuel selector slapping it to the left tank position. In the process he was leaning into and pulling on the yoke.

A pilot witness stated, he observed the airplane when it departed runway 36. When the airplane was about 200 feet above the ground, it sounded like the engine was throttled back and shortly after the engine was absence of sound, but the propeller was still windmilling. The airplane made a 120-degree turn to the left with a 30-degree nose down and 30-degree left wing bank as it descended through 100 feet. The airplane impacted the ground left wing first, then the nose, and turned left about 90 degrees as it skidded a short distance. He ran toward the accident airplane. As he approached the airplane he saw the pilot was injured and heard the electrical fuel pump running. He managed to turn off the ignition as he was talking to the 911 operator. He was concern due to the sound of the electrical fuel pump operating was still heard. Shortly after rescue personnel arrived.

An examination of the crash site, airplane, airplane's systems and airplane's engine was conducted by the responding FAA inspector with representatives of Textron Lycoming and New Piper Aircraft, Inc. The accident airplane impacted the grass overrun area; 100 feet short and 80 feet to the left of the runway centerline on a heading of 220 degree. The accident airplane slid about 90 feet before coming to a stop, at latitude 30 degrees, 38 .586 minutes north and longitude 86 degrees, 59.666 minutes west, upright on a heading of 090 degrees.

The fuselage sustained impact damage and the left front of the fuselage was buckled aft of the firewall. The left wing was partially separated from the fuselage at the wing root. The right wing remained attached to the fuselage. The stabilator had damage on the left side. The landing gears were separated from their respective attaching points. Continuity for the flight

controls was established. A copious amount of fuel remained in both tanks. The fuel tank selector was found in the off position. An operational test of the fuel selector was performed. No abnormalities were noted with the fuel selector.

Examination of the airplane's engine showed the fuel lines had no indication of contamination present. Fuel was found in all fuel lines forward of the gascolator on the firewall. The carburetor's fuel bowl had clean fuel present, the accelerator pump functioned, the internal passages and nozzle were clear, the screen was clean, and the needle value in normal unremarkable condition. Both magnetos produced sparks. The spark plugs had no damage and were observed to have service wear with normal gray color combustion deposit. The oil sump drain was broken and the oil drained onto the ground, quantity was not determined. The remaining engine's oil system was unremarkable. The crankshaft was rotated by hand and continuity of crankshaft, camshaft, valve train, and accessory drives were noted. All four cylinders produced compression while the engine was rotated. The engine examination revealed no evidence of pre-impact failure.

Witnesses stated to the responding FAA inspector, the fuel mixture was found in the full position and no one that assisted in the accident recovery had contact with the fuel selector.

Pilot Information

Certificate:	Commercial	**Age:**	71,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):		**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	November 1, 2004
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	October 1, 2002
Flight Time:	5700 hours (Total, all aircraft), 348 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N7510W
Model/Series:	PA-28-180	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	28-2907
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	November 1, 2004 Annual	**Certified Max Gross Wt.:**	1392 lbs
Time Since Last Inspection:	2 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	3623.44 Hrs as of last inspection	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	O-360-A3A
Registered Owner:	Richard C. Miller	**Rated Power:**	180
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KNSE,170 ft msl	**Distance from Accident Site:**	5 Nautical Miles
Observation Time:	12:55 Local	**Direction from Accident Site:**	330°
Lowest Cloud Condition:	6000 ft AGL	**Visibility**	7 miles
Lowest Ceiling:	Overcast / 15000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots / 0 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.13 inches Hg	**Temperature/Dew Point:**	15°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Milton, FL (2R4)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	13:12 Local	**Type of Airspace:**	

Airport Information

Airport:	Milton Santa Rosa 2R4	**Runway Surface Type:**	Asphalt
Airport Elevation:	82 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	36	**IFR Approach:**	None
Runway Length/Width:	3700 ft / 75 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Destroyed
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious	**Latitude, Longitude:**	30.6375,-86.993614

Administrative Information

Investigator In Charge (IIC):	Obregon, Jose
Additional Participating Persons:	Robert L Bullock; FAA / FSDO-09; Birmingham, AL George Hollingsworth ; New Piper Aircraft, Inc.; Reston, VA Edward Rogalski; Textron Lycoming; Bellview, FL
Report Date:	October 4, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=60659