Aviation Investigation Final Report

Location:	Greenville, Alabama	**Accident Number:**	ATL05CA162
Date & Time:	September 16, 2005, 15:10 Local	**Registration:**	N287RR
Aircraft:	Piper PA-34-200	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was departing on a cross country flight to California when on the takeoff climb, the left engine lost power 50 feet above the ground. At this point the airplane veered left and the left wing struck the ground 200 feet left of runway centerline and rested 303 feet from the left edge of the runway surface. The engine failure during takeoff emergency procedures state "close both throttles immediately, land if airborne and stop straight ahead." Post-accident examination of the airplane revealed mud, water, and other unknown debris mixed was compacted in the servo of the left engine. Before the accident flight the pilot asked a mechanic to examine the left engine. The mechanic examined the engine and told the pilot that there was a defect with the fuel servo and it needed to be repaired. The pilot acknowledged the mechanics findings but elected to depart without repairing the fuel servo.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of left engine power due to fuel system contamination and the pilot's failure to follow procedures and his improper use of the throttle and flight controls during the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF

Findings

1. (C) FUEL SYSTEM,INJECTOR - CONTAMINATION,OTHER THAN WATER
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
3. 1 ENGINE

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings
4. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings
7. TERRAIN CONDITION - GROUND

Factual Information

This report is based on information received by the NTSB. Additional details may be found in the NTSB's public docket for this case. For further information, please contact the NTSB Office of Public Inquiries.

Pilot Information

Certificate:	Commercial	**Age:**	69,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	Yes
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:	Class 3	**Last FAA Medical Exam:**	September 1, 2005
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	5100 hours (Total, all aircraft), 5100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N287RR
Model/Series:	PA-34-200	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	34-7350287
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	2 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:		**Engine Model/Series:**	IO-360-A1A
Registered Owner:	International Flight Training Academy INC	**Rated Power:**	
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:		**Visibility**	
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	
Precipitation and Obscuration:			
Departure Point:	Greenville, AL (KPRN)	**Type of Flight Plan Filed:**	Unknown
Destination:	Huntington Beac, CA	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	Mac Crenshaw Memorial Airport KPRN	**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	32	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Substantial
Passenger Injuries:	2 Minor	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	
Total Injuries:	1 Serious, 2 Minor	**Latitude, Longitude:**	31.85361,-86.6175

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	
Original Publish Date:	June 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=62597