Aviation Investigation Final Report

Location:	Dayton, Ohio	**Accident Number:**	CEN13LA361
Date & Time:	June 20, 2013, 09:30 Local	**Registration:**	N7017Y
Aircraft:	Piper PA-30	**Aircraft Damage:**	Substantial
Defining Event:	Unknown or undetermined	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that, during the preflight inspection of the airplane, he found a small amount of water in the right inboard fuel tank. The pilot inspected the other fuel tanks and did not find any water; he then rechecked the right inboard fuel tank and did not find any additional water. During startup, the right engine stopped, but the pilot restarted it and ran it with a higher rpm during warm-up. The pilot stated that the taxi and run-up were performed without hesitation or problems but that the takeoff run seemed "sluggish" and that the airplane then drifted right. The pilot was unable to correct the drift by applying rudder, so he reduced the throttles and chose to perform a force landing on a closed taxiway. The airplane landed short of the taxiway and impacted a bump in the terrain, which caused the landing gear to collapse. Although water in the right engine's fuel tank could have resulted in power loss and the subsequent drift to the right, examination of the airplane did not find any water in the fuel nor any abnormalities that would have prevented the engines from producing power. A reason for the pilot's loss of directional control could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's loss of control of the airplane for reasons that could not be undetermined because a postaccident examination of the airplane did not reveal any anomalies that would have precluded normal operation.

Findings

Not determined	(general) - Unknown/Not determined
Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Unknown or undetermined (Defining event)
Takeoff	Loss of control in flight
Landing-flare/touchdown	Landing gear collapse

On June 20, 2013, about 0930 eastern daylight time, a Piper PA-30 airplane, N7017Y, performed a forced landing at the James M Cox Dayton International airport (KDAY) Dayton, Ohio. The private rated pilot and passenger were not injured. The airplane was substantially damaged. The airplane was registered Horizon Aviation LLC, Tipp City, Ohio and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight which operated without a flight plan. The flight was originating at the time of the accident.

The pilot reported that during the preflight he found a small amount of water in the right main inboard fuel tank. He checked the other fuel tanks and did not find any water. He rechecked the right main inboard tank again and did not observe any water. He reported that during engine start the right engine stopped, he restarted the engine, and he had to run the right engine's rpm slightly higher during warm up. He added that during the taxi to the runway and during the run-up, the engines performed without hesitation and he did not observe any problems.

That pilot stated that the departure roll seemed "sluggish". The airplane started to drift right; he was unable to correct the drift by applying the rudder, so reduced the throttles back to idle. He then elected to conduct a force landing on a closed taxiway, so he added power, in order to reach the taxiway. However, the airplane landed short of the taxiway and impacted a bump in the terrain.

A Federal Aviation Administration (FAA) inspector reported that the airplane's nose and main landing gear had collapsed, the right wing, and the fuselage had sustained substantial damage. Examination of the airplane's engines revealed the fuel servo on the right engine had separated from the engine's intake. Examination of the servo revealed that the facture was consistent with impact damage. The examination did not reveal any abnormalities that would have prevented the engines from producing power.

Pilot Information

Certificate:	Private	**Age:**	60
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	September 8, 2011
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	May 12, 2012
Flight Time:	473 hours (Total, all aircraft), 107 hours (Total, this make and model), 354 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N7017Y
Model/Series:	PA-30	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	30-18
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	June 9, 2012 Annual	**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	2 Reciprocating
Airframe Total Time:	4254 Hrs	**Engine Manufacturer:**	LYCOMING
ELT:	Installed, not activated	**Engine Model/Series:**	IO-320 SERIES
Registered Owner:	Horizon Aviation LLC	**Rated Power:**	150 Horsepower
Operator:	Horizon Aviation LLC	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KDAY	**Distance from Accident Site:**	
Observation Time:	08:56 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	25000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	150°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.22 inches Hg	**Temperature/Dew Point:**	20°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dayton, OH (KDAY)	**Type of Flight Plan Filed:**	None
Destination:	Urbana, OH (I74)	**Type of Clearance:**	VFR
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	James M Cox Dayton Intn'l KDAY	**Runway Surface Type:**	Concrete
Airport Elevation:	1009 ft msl	**Runway Surface Condition:**	
Runway Used:	06R	**IFR Approach:**	None
Runway Length/Width:	7285 ft / 150 ft	**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	39.904167,-84.21833(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Gary Middleton; FAA FSDO; Cincinnati, OH
Original Publish Date:	March 24, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=87243