



National Transportation Safety Board Aviation Accident Factual Report

Location:	SANFORD, FL	Accident Number:	MIA94LA129
Date & Time:	05/01/1994, 1535 EDT	Registration:	N323ET
Aircraft:	TAYLOR OSPREY	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

On May 1, 1994, about 1535 eastern daylight time, N323ET, a homebuilt Osprey airplane crashed at Sanford Airport, Sanford, Florida, while on a 14 CFR Part 91 local flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the pilot received serious injuries. The flight had originated about 30 minutes earlier.

The pilot experienced an engine failure on takeoff and turned to return to the airport. The airplane crashed into a ditch, and broke in half. Examination of the cockpit after the accident by FAA personnel revealed the fuel selector was in the off position.

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Expired	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 30 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLOR	Registration:	N323ET
Model/Series:	OSPNEY OSPNEY	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1201
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	04/20/1994, Annual	Certified Max Gross Wt.:	1274 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	35 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-360-C1CC
Registered Owner:	TAYLOR, WILLIAM E.	Rated Power:	200 hp
Operator:	TAYLOR, WILLIAM E.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SFB, 20 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1540 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 20° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1534 EDT	Type of Airspace:	

Airport Information

Airport:	SANFORD (SFB)	Runway Surface Type:	Asphalt
Airport Elevation:	55 ft	Runway Surface Condition:	Dry
Runway Used:	9R	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON
Additional Participating Persons:	ERNEST WILSON; ORLANDO, FL
Investigation Docket:	NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .