



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Milton, FL | Accident Number: | MIA05LA036 |
| Date & Time: | 12/02/2004, 1312 CST | Registration: | N7510W |
| Aircraft: | Piper PA-28-180 | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The pilot stated that the preflight was normal, fuel was "clear", no water was present, and he 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 116 feet 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. With FAA oversight, Lycoming and Piper conducted examination of the airplane and engine. The airplane's engine examination revealed no indication of pre-impact anomalies or failure. The fuel lines were examined and no indication of fuel contamination was present. Fuel was found in all fuel lines forward of the gascolator on the firewall. The fuel tank selector was found in the off position. The FAA inspector stated that the witnesses who assisted with the accident recovery did not change the fuel selector position.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to fuel starvation as a result of the improper fuel selector position.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - STARVATION
2. (F) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Pilot Information

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|----------------------------------|--|------------------------------|----------|
| Certificate: | Commercial | Age: | 71 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | | Instructor Rating(s): | |
| 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

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N7510W |
| Model/Series: | PA-28-180 | Engines: | 1 Reciprocating |
| Operator: | Richard C. Miller | Engine Manufacturer: | Lycoming |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-360-A3A |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|----------------------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | KNSE, 170 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Overcast / 15000 ft agl | Wind Speed/Gusts, Direction: | 4 knots / , |
| Temperature: | 15°C | Visibility | 7 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Milton, FL (2R4) | Destination: | |

Airport Information

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|-----------------------------|-------------------------|----------------------------------|---------|
| Airport: | Milton Santa Rosa (2R4) | Runway Surface Type: | Asphalt |
| Runway Used: | 36 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 3700 ft / 75 ft | | |

Wreckage and Impact Information

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|-----------------------------|-----------------------|----------------------------|-----------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Destroyed |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | 30.637500, -86.993611 | | |

Administrative Information

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|--------------------------------------|--|----------------------|------------|
| Investigator In Charge (IIC): | Jose L Obregon | Adopted Date: | 12/20/2005 |
| Investigation Docket: | NTSB accident and incident dockets 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/ . | | |

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