



National Transportation Safety Board Aviation Accident Data Summary

Location:	Dunnellon, FL	Accident Number:	ANC05FA039
Date & Time:	03/02/2005, 1137 EST	Registration:	N444NM
Aircraft:	Piper PA-32-300	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot, with his adult son aboard, departed on a local area flight, with a return to the private fly-in community. After the initial climb, the pilot attempted to retard the throttle to a cruise power setting, but was unable to control the airplane's engine rpm with the throttle, and the engine rpm remained at takeoff power. He subsequently elected to return to the departure airport for an emergency landing. The airplane touched down with the engine still producing takeoff power, and the pilot decided to abort the landing. As the airplane began to climb, the engine rpm began to decrease and lose power, and the pilot selected an emergency landing area that contained 75-foot tall trees. The airplane collided with the trees, and sustained extensive damage to the wings, fuselage, and empennage. A postimpact fire ensued, with both the pilot and passenger trapped inside of the burning fuselage. The pilot's son was able to free the pilot before the airplane was consumed by fire. A postaccident engine examination revealed that the bolt that connects the throttle linkage to the fuel control arm was missing, and the throttle linkage was disconnected. According to an FAA airworthiness inspector who reviewed the accident airplane's maintenance logbooks, there was no entry in the logbook indicating that any maintenance or repairs had been conducted on the throttle linkage to the fuel control arm.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The improper installation of the bolt that connects the throttle linkage to the fuel control arm by an unknown maintenance person, which resulted in a loss of the bolt, a loss of engine rpm control, and subsequent forced landing and collision with trees.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CLIMB

Findings

1. (C) THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
2. (C) MAINTENANCE, INSTALLATION - INADEQUATE - UNKNOWN

Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: LANDING - ABORTED

Occurrence #3: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (F) OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	58
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	400 hours (Total, all aircraft), 100 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N444NM
Model/Series:	PA-32-300	Engines:	1 Reciprocating
Operator:	Richard V. Mailloux	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-540-K1G5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KOCF, 50 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	6 knots, 10°
Temperature:	11° C / -7° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hernando, FL (5FL7)	Destination:	

Airport Information

Airport:	Twelve Oaks Airport (5FL7)	Runway Surface Type:	Grass/turf
Runway Used:	04	Runway Surface Condition:	Dry
Runway Length/Width:	2655 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Adopted Date:	03/28/2006
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/ .		

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