

Inspector Statement

Greg Sheehan

On May 7, 2020, at approximately 1518 Central Daylight time, a Cessna T210L, N2074S, impacted tree-covered terrain approximately .5 miles south of runway 17 right at Fort Worth Spinks Airport (KFWS). The private pilot was performing touch and go landings under 14 CFR Part 91. The pilot (Daniel Scott Piotrowski, [REDACTED]) radioed Spinks tower that he was going down shortly after his second takeoff. The pilot was fatally injured. The aircraft was destroyed from terrain impact and post-accident fire. Visual meteorological conditions prevailed at the time of the accident.

The aircraft received an annual inspection on 03/03/2020 from Mr. Stanley Seery (A&P [REDACTED] IA). Aircraft total time was 5098. Maintenance was performed on the right main brake disk on 05/06/2020. The right main brake disk was removed and replaced at aircraft total time 5113.7.

The pilot received a bi-annual flight review on 04/02/2020 from Mr. Andrew Freeman ([REDACTED]).

Video footage was recovered from the Hard Eight BBQ restaurant parking lot camera approximately 1187 FT from the accident site. In the video, the pilot is seen descending into the trees at 1518 video time at a heading of approximately 190. The aircraft appears to be in a nose down attitude, as it would be if the pilot were making a normal landing. Black smoke is seen shortly after the aircraft descends below the tops of the trees. The post-crash fire is not visible in this video.

The aircraft came to rest approximately 2929 FT from the departure end of runway 17R. The left wing tip was found in a tree approximately 81 FT from the wreckage. All of the flight control cables appeared to be connected as they had to be cut during aircraft recovery. The elevator and rudder were verified connected to the control cables. Aircraft debris was within 12 FT of the accident site. Aircraft debris consisted of less than a dozen small pieces of metal and the anti-collision light lens.

Inspector Statement

Greg Sheehan

The fuselage was burnt down to the floor frame. The empennage was intact. The instrument panel was melted and leaning towards the pilot seat. Several components on the engine were charred, but the cylinders, heads, valve covers, and magnetos appeared to be intact. The oil pan had a hole where approximately 3 to 4 quarts of oil drained out as the engine was recovered. The left wing was completely burnt with exception of the end of the wing where the wing tip is mounted. The right wing showed little to no evidence of fire. There was no fuel present in the right tank.

Harrison Aviation is the local FBO that provides fueling at Fort Worth Spinks. Chris Webb, of Harrison Aviation, stated there was no evidence the pilot purchased fuel on the day of the accident. Mr. Webb provided fuel receipts for self-serve fueling, which occurred on April 14, 2020 (30 GAL/180 LBS) and April 25, 2020 (40 GAL/240 LBS). The pilot received fuel at Granbury airport on April 30, 2020 (36.5 GAL/219 LBS).

Known Flights					
April 25, 2020	1:41PM	KFWS	2:50PM	KFWS	1 HR 10 MIN
April 30, 2020	2:30PM	KFWS	2:44PM	KGDJ	14 MIN
April 30, 2020	3:18PM	KDGJ	3:39PM	KFWS	21 MIN
May 2, 2020	10:22AM	KFWS	10:45AM	KFWS	23 MIN
May 6, 2020	07:32PM	KFWS	07:48PM	KFWS	16 MIN
May 7, 2020	03:05PM	KFWS	03:18PM	KFWS	13 MIN
			Total		2 HR 37 MIN

Fuel Flow at Full Throttle (C210L)		
	2700 RPM	2850 RPM
S.L.	138 lbs/hr	144 lbs/hr
4000 FT	126 lbs/hr	132 lbs/hr
8000 FT	114 lbs/hr	120 lbs/hr

Inspector Statement

Greg Sheehan

MINIMUM FUEL FLOWS (T210N)								
T.O. 2700 RPM								
36.5 IN MP, 186 LBS/HR								
MAX. CONTINUOUS POWER: 2600 RPM								
ALT-FT/1000	SL-17	18	20	22	24	26	28	30
MP. IN. HP	35	34	32	30	28	26	24	22
FUEL FLOW -LBS/HR	162	153	144	132	120	108	102	96

Fuel selector position includes right, left, and off. The engine cannot be fed by both fuel tanks.

Witness, Wayne Storholt - Mr. Storholt stated he observed the accident pilot move his aircraft out of his hangar. Mr. Storholt observed the aircraft climb out and the landing gear retract shortly after. He stated the engine sounded strong. Mr. Storholt went back inside his hangar. A short time later he heard the engine sound again so he stepped out of the hangar to look. Mr. Storholt stated all of a sudden the strong engine sound of the accident aircraft was drastically reduced to reduced power or low idle. He observed the aircraft in level flight for a short time before it started descending. The aircraft continued straight and descending flight when he noticed the wings rock slightly. Approximately 10 to 20 feet above the tree line the aircraft rate of descent accelerated into the trees. Mr. Storholt then observed a fireball followed by thick black smoke.

Witness, Gary Haddock - Mr. Haddock is a private pilot with a hangar at Spinks Airport. He stated he was in his hangar and had the tower radio tuned at approximately 3:20 PM on May 7, 2020. Mr. Haddock described wind gusts over 34 knots the day of the accident. He believed there were several wind shear advisories issued by the tower around the time of the accident. Shortly after the accident pilot received takeoff clearance, he observed the aircraft takeoff. Mr.

Inspector Statement

Greg Sheehan

Haddock stated the aircraft was at approximately 400' AGL when he lost sight of it flying south. Shortly after, Mr. Haddock heard the accident pilot declare an emergency and the tower asking if he was trying to make the road. Mr. Haddock made his way to the accident site. He was approached by an unnamed person who stated he saw a large puff of smoke coming from the aircraft right before it went down.

Logbook Review - Annual inspection was conducted on 03/03/2020 (TACH 5098.0). The annual inspection documented that AD 2020-03-16 was due 05/07/2020, indicating the airworthiness directive (AD) may have not been complied with at the time of the annual inspection. The AD requires inspection within 60 days from the date of the AD, which would have been 05/07/2020. The AD authorized an additional 20 hour deviation from the due date. The previous annual was conducted on 03/09/2018 (TACH 5044.5). The pilot's family stated he was in New Zealand in 2019. There is a logbook entry on 08/12/2019 for the removal and replacement of the strobe light power supply on N9431T, a PA-38-112 made by Mr. Seery. This logbook entry appears to have been made in error. AD 71-09-07 R1 was due within 25 hours of the date it was issued (11/26/1986) and every 50 hours thereafter. AD 71-09-07 R1 was complied with at TACH 5098 (3/3/2020) and recorded in the aircraft annual inspection signoff as due next at TACH 5198. AD 71-09-07 R1 was previously complied with at TACH 5044.5 (3/9/2018)

Accident/Incident Database - This aircraft was reported to receive substantial damage after improper fuel planning led to fuel starvation on 7/12/1990 in Memphis Tennessee. On 8/8/2005 the pilot failed to properly fuel plan which led to fuel starvation. The pilot was able to land the aircraft on the runway at Joint Reserve Base Fort Worth without damage to the aircraft.