

Inspector Statement

This statement concerns an aircraft accident investigation on a Piper PA-30, N8314Y, S/N 30-1454 that was conducted on August 3, 2011, at St Petersburg, Florida at approximately 12:10 PM at the Albert Whitted (SPG) airport. My name is J. Robert Blake. I am employed as an Aviation Safety Inspector at the North Florida Flight Standards District Office (FSDO) Tampa facility.

The following items were noted:

1. The throttles, Propeller levers, and Mixture levers were all found in the full forward position.
2. The landing gear handle was in the neutral position with the landing gear in the up position.
3. There was continuity between the flight controls for the rudder, elevators and ailerons. The nose trim was in the section that was labeled "0".
4. The fuel was full in both main tanks and the fuel tanks just outboard of the nacelles was full in both wings. The tip tanks were empty on both sides.
5. The right wing sustained damage between the nacelle and the wing tip the wing was bent up then downward going from the nacelle to the tip. The upper surface of the wing was ripped open with damage between the two spars. The aileron was compressed from both ends and the upper surface of the wing was up against the top of the aileron. The outboard part of the flap was bend up at about a 45degree angle starting just inboard of the outboard flap hanger.
6. The left wing sustained damage between the nacelle and the tip tank with wrinkling of the upper surface of the wing between the spars.
7. Both engines rotate freely and there is a feel of compression when turning the blades.
8. The left propeller has one blade curled back and one blade is missing the outer portion of the blade.
9. The right propeller has both blades missing the outer portion.
10. The fuselage is buckled just aft of the baggage door on the left side this damage extends to the bottom of the aircraft. The right side of the fuselage is buckled about 3 feet behind the training edge of the wing.



08-04-2011