

Inspector Statement

November 3, 2016

Accident

N3941X

On October 31, 2016, at or about 15:02 EDT, N3941X, a Piper PA-32-300, while approaching the Bartow Municipal Airport (BOW), Bartow, Florida, lost power and landed in a pasture one mile north of the airport.

The pilot explained that when he reduced power while entering the left downwind for runway 5 the engine shook and stopped producing power. The pilot indicated that he identified an open pasture and maneuvered for landing in the pasture while completing the engine failure emergency procedures. The engine did not restart.

The airplane touched down on a west heading in the first third of the rectangular pasture which had a north south post and barb wire fence dividing the rectangular pasture into two square sections. The airplane on landing rollout went through the fence and struck a post on the left inboard wing and a post on the right outboard wing.

The left brake fluid line was severed by the impact of the post on the left inboard leading edge resulting in the airplane turning to the right after passing through the fence. The right turning moment created a side load on the nose gear which caused the nose wheel to collapse. The airplane came to a rest with the wings level nose down attitude on a northeasterly direction.

Fuel and oil was checked on scene and found to be more than sufficient for completion of the flight. Fuel and oil quality appeared to be normal. A field test of the fuel system indicated that fuel was flowing to the injectors. Visual inspection of the engine did not reveal any obvious reason for its failure.

On November 3, 2016, inspection of the aircraft engine revealed ferrous metal in the engine oil filter which is indicative of a failing or failed internal engine component. Aircraft firewall damage and deformation of the fuselage aft of the firewall was also discovered resulting in the aircraft damage being classified as substantial.

Engine time since major overhaul (TSMO) was 2,063 hours. The recommended time before overhaul (TBO) for this engine is 2,000 hours.

There is no indication that the pilot's actions or inaction caused the engine to stop developing power.

The weather was VFR and is not considered to be a factor.

**DAVID A
SCHMIDT**

Digitally signed by DAVID A
SCHMIDT
DN: c=US, o=U.S. Government,
ou=ASO, ou=MCOFS, cn=DAVID A
SCHMIDT
Date: 2016.11.07 08:02:56 -05'00'

David Schmidt

Aviation Safety Inspector, Operations

Inspector Statement

11/03/2016

I traveled to Bartow Airport and met Inspector David Schmidt at a hangar with the pilot/owner of N3941Z; Piper Aircraft- PA-34 that was just involved in an Incident/Accident a few days ago. Upon further investigation and inspection, we determined that this aircraft has substantial damage to the fuselage and firewall thus identifying it as an Accident.

The pilot advised the engine would not produce power, with the owner present we rotated the propeller multiple times without any problems, we removed the top six Spark plugs and rotated the propeller again and verified compression and suction at the spark plug ports but during the rotation at one point we heard a strange metallic noise internally and Inspector David Schmidt felt something in the propeller at that same time.

We removed the oil filter and had the pilot/owner's maintenance facility on the airport "cut-open" the oil filter and we observed small metallic particles in the filter that were attracted to a magnet. The oil and filter was last changed (25) hrs. ago during the Annual Inspection. It was also noted the engine has approx. (2060) hrs. on it and that's about (60) hrs. past recommended TBO per the pilot/owner.

The spark plus were re-installed and hand tightened with the spark plug leads disconnected.



Joseph W. Gramzinski
Principal Maintenance Inspector
Orlando, FSDO-15