

Here is my account of the accident in N-41565.

On 11/23/16, I met with my former student who currently holds a private pilot certificate, Jorge Orderique, at the Columbus Airport at 1730 hours. Mr. Orderique is currently attending Embry Riddle Aeronautical University in Daytona Beach Florida. He requested a recurrent flight with me since he had not flown in approximately 3 months; therefore, Jorge was in the pilot seat and I was occupying the co-pilot seat. Our intention was to remain in the traffic pattern to work on take-offs and landings. He intended to take his family members on a flight on 11/24/16.

We checked the weather, NOTAMs and TFRs and concluded we could conduct a safe dusk VFR flight. We conducted a weight and balance computation and determined it was within its center of gravity limits. I conducted a thorough pre-flight inspection including determining we had 36 gallons of fuel (18 per tank) on board and assured the gas caps were tightly secured. I also determined there to be approximately 4.5 quarts of oil. The aircraft was cranked using the appropriate checklist. The aircraft cranked up easily with no anomalies.

We contacted Columbus Ground (121.9) and told ATC our intentions and received taxi clearance to Runway 24 via taxiway Delta Charlie. Upon reaching the hold short line of Runway 24, we conducted the run-up using the appropriate checklist verifying that the magnetos drop was less than 175 RPMs and the difference between the left and right magnetos was less than 50 RPMs per the POH. During the run-up, I verified the fuel selector valve was on the right tank detent and the primer was in and locked. We tested the carb heat and noticed a small drop on the RPMs (approximately 75 RPMs) and returned the carb heat to the OFF position. I verified our landing light and electric fuel pump were on and the ignition switch was set to BOTH.

We received take-off clearance from ATC and began our take off roll on Runway 24 with 2 sets of flaps only (25 degrees) per the POH. While rolling down the runway, I observed the fuel pressure, oil pressure and oil temperature gauges were all within the green markings. I noted that the tachometer was reading approximately 2300 RPMs and the airspeed indicator was moving. At 65 MPH, we rotated the aircraft and became airborne and began climbing at 85 MPH. After reaching approximately 100 feet AGL, we removed one set of flaps. After another 50 feet AGL, we removed the final 10 degrees flap. The plane remained at 85 MPH. At approximately 1/2 to 1 mile past the departure end of Runway 24, while climbing at 85 MPH, I noticed an unexpected engine vibration and a loss of power. I remember keying my mic and telling ATC, "We have an engine problem." There was not an immediate response and I stated, "Did you hear me?" I heard the controller state, "You are clear to land any runway". I told Jorge "I have the airplane." The aircraft continued sinking and I observed the stall light flickering as I tried to maintain a level attitude.

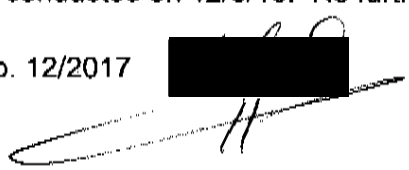
At approximately 200 feet AGL, I could see the tops of trees ahead of us under our wings. I told Jorge to check the fuel selector valve on the right detent and he stated that it was there. I verified that the fuel pump was on and applied carb heat but the aircraft continued sinking. I turned the carb heat back off. I glanced at the airspeed indicator and saw it was near 70 MPH and told Jorge that we were about to enter the tops of the trees and to brace himself for impact.

I leaned down and covered my head as I felt the aircraft strike the trees. The plane fell for 4-5 seconds and came to a sudden stop. I lifted my head and observed the door was open and large branches underneath us on the ground. I asked Jorge if he was okay and he replied yes. We removed our seatbelts and shoulder harnesses and exited the aircraft. I observed fuel pouring out of the left main tank and instructed Jorge to reach back into the cockpit to turn the fuel selector valve off, mixture to lean, master switch off and the ignition switch off. He stated that he turned off the fuel selector valve, turned off the master switch and the mixture to idle cutoff, but the key broke off somehow in the ignition during the accident and he was unable to turn it to the off position. I felt it was necessary to do this to prevent a fire. I observed the ignition key missing and the ignition assembly pushed back and twisted. The homeowner of 3528 Howard Avenue walked up to us and asked if we were okay. We replied yes and he stated that police and fire were on the way. I immediately called the Columbus ATC tower at 706-649-7779 and told the controller we were uninjured and told them our location. She stated the local authorities were on the way to assist us.

At this time, I noticed the firefighters were on the scene and were bringing a firehouse to the backyard near the aircraft. I observed the firefighter spraying the ground with water where the fuel was leaking from the left main fuel tank. The police escorted Jorge and me toward the street away from the crash site. As a precautionary measure, Jorge and I were transported by private vehicle to the Columbus Medical Center Emergency Room at 710 Center Street. We were evaluated, treated for bruises and released by the attending ER physician.

At approximately 2130 hours, I met with FAA inspector, John Spears at the ER and then went to the crash site. I explained to him why he would find the fuel selector valve in the off position, the master switch off and the mixture control knob in the full lean position to avoid a post-accident fire. We then proceeded to the Columbus Airport hangar 14-C where Mr. Spears took pictures on his cell phone of the aircraft's logbooks. He also took pictures of my current 3rd class medical and pilot certificates. At the time of this accident, I have approximately 3,080 PIC time logged. My last flight review was conducted on 12/8/15. No further details.

David A. Hall, CFI-A [REDACTED] exp. 12/2017 [REDACTED]



N-41565 (PA28-140) Accident on 11/23/16:

On November 23, 2016 at the Columbus Airport at 5:30pm, I met with my flight instructor David Hall. Mr. Hall has been my flight instructor since I started flight training 2 years ago at the start of my high school senior year. I requested a refresher flight with him since I had not flown in approximately 3 months after getting my private pilot's certificate on August 14, 2016. I was in the pilot seat and Mr. Hall was in the co-pilot seat. We were going to stay in the traffic pattern like we had done many times in the past. Mr. Hall conducted a thorough pre-flight inspection. While Mr. Hall did the preflight I was inside plugging in my headset and Mr. Hall's too. Cranking up the plane we used the appropriate checklists like we always have. The aircraft cranked up easily with nothing out of the normal. We got our taxi clearance. We did the run-up using our checklist as we always do and everything checked out normal. We then received take-off clearance from the tower and began our take off roll on Runway 24 with 2 sets of flaps. While rolling down the runway, I observed the (3 greens) fuel pressure, oil pressure and oil temperature gauges. The plane accelerated and sounded normal. At 65 MPH, we rotated the aircraft and began climbing at 85 MPH. After gaining some altitude I removed a notch of flaps. Then a few moments later I removed the last flap and continued holding the 85mph climb speed. I noticed that the engine sputtered and didn't sound right and felt a loss of power. I remember hearing Mr. Hall pressing the mic and telling ATC, that we had some kind of engine problem. Mr. Hall then told me "I have the airplane." And so I responded "You have the plane." The aircraft continued sinking and I observed the stall light flickering on and off as Mr. Hall tried to hold us up in a climb attitude. There was no way we could have turned back to the runway because of how low we were and we would lose more altitude that we could not afford to lose. As we were sinking down, I could see the tops of trees ahead of us under our wings and the houses were close. Mr. Hall told me to check the fuel selector valve on the right detent and I checked it. I saw Mr. Hall trying to check everything and then I heard him say to brace for impact as we sunk down into the trees.

This was something unreal, I have flown in this plane so many times that I could not believe that this was happening. I made an X with my arms to cover my face and especially my head. The plane fell through the trees and came to a sudden stop. I lifted my head and we were hanging stomach facing the floor in the plane but still locked into our seatbelts and the door had opened I could see on the floor the instrument panel broken. I looked at Mr. Hall and he looked okay and I asked him if he was okay and he said yes. I could see Mr. Hall's top of his head was red from the multiple hits on the tree before we came to a stop. We removed our seatbelts and shoulder harnesses and Mr. Hall exited the aircraft first since he was closest to the door. I could hear and smell the fuel pouring out the left wing. Mr. Hall told me to reach back into the cockpit to turn the fuel selector valve off, mixture to lean, master switch off and to turn the ignition switch off. I turned off those things but I could not turn the ignition key because it had broken off in the ignition during the accident. I understood Mr. Hall's directions as he was trying to help prevent a fire from starting with the leaking fuel. It was definitely necessary to do this to prevent a fire. The homeowner walked up to us and asked if we were okay as we stepped back from the plane. Mr. Hall called the cops and firefighters. I grabbed my phone and called my parents to tell them what happened and we were okay. I noticed the multiple lights of firefighters and police were on the scene and were bringing a firehose to the backyard near the aircraft. I saw the firefighter spraying the ground with water. We were told by the police officers to go to the streets and step away from the plane. All this time I was still processing what had happened as it all seemed so quick and so real but still could not believe that the plane I have flown so many times with Mr. Hall, my first solo, cross-countries and check ride was on the ground destroyed. We were advised by the medical personal at the scene to go get checked due to the way we

had landed and how they could not understand how we were walking. We were taken to the emergency room and checked out by the doctor. My arm was hurting and the side of my hip was sore and that probably was from the seatbelt. The doctor said they were just bruised and that I should take some Aleve. Mr. Hall definitely took control of the plane the best possible way and we are fortunate to be able to walk away from this with no fatal injuries.

Jorge A. Orderique