

INSPECTOR STATEMENT - ACCIDENT

12/05/2017

N747KM Piper PA-28-180

Serial Number: 28-7305149

Pilot: Christopher Stayton

Passenger: Van Stayton, Registered Owner

Location: [REDACTED] Alabama 36426

Approximately 4.5 miles SE of Brewton Municipal Airport (12J) Brewton, Alabama

We arrived at the accident site at approximately 1630 CST. The aircraft was located on rolling hills terrain in a cow pasture. There was substantial damage to the right side of the fuselage, firewall, and right wing leading edge at the fuselage. There was additional damage to the leading edge of both wings, horizontal stabilator, engine cowling, propeller, landing gear fairings and the underside of the right wing. The right wing fuel tank was breached and dripping fuel.

The pilot stated that the engine had stopped operating without warning and that attempts to restart had been unsuccessful. He was attempting to land at 12J but was unable due to insufficient altitude and headwinds. He further stated that the aircraft had impacted a tree on approach to the pasture. Additionally, the aircraft had impacted and broken three wooden fence posts.

The cockpit fuel selector valve was positioned to feed from the left tank. There was no visible fuel in the left tank when viewing through the filler port. There was no indication that fuel had leaked from the left tank. Approximately 20 fluid ounces of Avgas was recovered from the left fuel tank sump drain valve. Approximately 1 fluid ounce of Avgas was recovered from the firewall mounted fuel strainer bowl.

Fuel remained in the right tank and was visible approximately 2 inches below the tab.

Kenneth Lancaster

Aviation Safety Inspector – Airworthiness

Additional Inspectors at the scene:

Rockie Widner Aviation Safety Inspector – Avionics

Clay Caessens Aviation Safety Inspector – Avionics

Nina McBride Aviation Safety Inspector – Operations

Inspector Statement

December 13, 2017

Aircraft Accident Investigation on a Piper PA-28, registration N747KM, was conducted at an off airport location approximately 4.3 miles southeast of the Brewton Municipal Airport (12J) on December 5, 2017. I was accompanied by FAA Safety inspectors Rockie Widner and Ken Lancaster.

During inspection of the accident aircraft Inspector Widner and myself removed the engine cowl from the aircraft to allow inspection of the engine compartment. I personally inspected the carburetor, fuel pump, fuel strainer, and all fuel lines looking for any indication of a fuel leak, no leaks or stains were observed (numerous pictures were taken). I also examined the engine case, cylinders, push rod tubes, propeller crankshaft seal, and magnetos looking for any signs of mechanical failure, none were noted. There were no oil leaks noted and the engine had oil in the sump when the dip stick was removed and inspected. I also inspected the wiring of the P-Leads for both magnetos and did not see any issues with the wires or terminals. No electrical continuity tests were performed.

I also checked the engine for any signs of being locked/frozen/seized into place, no issues were noted as the prop was easily turned by hand and no signs or sounds of any type of binding or grinding were noted.



Clayton Caessens
Aviation Safety Inspector