



MEMORANDUM FOR RECORD

Millicent Hill
Air Safety Investigator
Eastern Region Aviation

May 11, 2021

Subject: ERA21LA213
Who: Juan Garcia – FAA Inspector

Via written statement, Mr. Garcia provided the following:

Juan C. Garcia FAA, IIC
Inspectors Statement/Accident Investigation
Registration: N271SG
Make: Piper
Model: PA-28-161
Serial Number: 2842071
SAS Task Code: T-SO19-FY21-0694
SAS Activity Code: SO19202108187
ATQA No.: ASO1921036
NTSB No.: ERA21LA213
AFTT: 15889.5
Eng. TSMO 12/31/2016 0-320-D3G/SN: L-19665-39E: 2427.5
Tach Time: 8519.1 hrs.
Last 100: April 16, 2021
Annual: July 15, 2020
When: April 29, 2021
Where: Glades County Florida Location: 27°09'52.1"N 80°57'42.2"W

What: Part 141 Flight School Airborne Systems Inc., Piper PA-28-161, registration N271SG with a private pilot and student pilot on a time building flight experience engine-losing power, landing in field crashing into a ditch. Private pilot sustain serious injuries with broken arm, nose, fractures and multiple cuts and lacerations, the student pilot sustain minor injuries. Piper PA-28-161 owned by American Air Academy, Merritt Island, Florida, operated by Airborne Systems Inc. Aircraft sustained damage to engine underside, sheering nose wheel and damaging propeller due to impact with muddy ditch.

Inspector Summary of Aircraft Damage and Engine Analysis:

Aircraft attempting to land in a field the Piper PA-28-161 crashed in a six-foot deep muddy ditch. The aircraft nose gear sheering off and the propeller impacted ground damaging one blade with slight den. Aircraft engine cowling underside and lower engine imbedded into soft muddy ditch wall. The engine air box, exhaust and nose gear assembly was pushed

upward into the engine compartment due to impact.

The aircraft fuel sampled from the left wing tank, right wing tank and engine gasculator with no water or another type of contamination found. The aircraft fuel gauge indicated the left and right wing tanks with 12 gallon of fuel in each tank. The engine controls throttle, mixture and carb heat were found operating normally with no binding or striking. Fuel selector found selected with the left wing tank, the fuel selector operating between left, right and off operating normally with no binding or striking. Flight controls operated to all maximum parameters found operating normally with no issues with rudders pedals and yokes.

On June 8, 2021, engine examination was preformed, inspection of lower spark plugs found with some minor oil coating the plugs. The top spark plugs found in nominal condition, dry with no oil contamination. The magnetos timing found top dead center with synchronizer demonstrating magnetos in proper operating condition. Cylinder compression checks found cylinder no.1 at 65 psi, cylinder no.2 70 psi, cylinder no. 3 60 psi, and cylinder no.4 74 psi. Engine started with no issues operating at 1500 rpm for estimated 6-8 minutes, engine oil temperature normalized to 100° degrees, fuel pressure at 6 psi and oil pressure at 80 psi with no issues observed. Disassembly of the carburetor found no contamination inside the bowl, and floats already replaced with plastic type replacements.