



U.S. Department
of Transportation
**Federal Aviation
Administration**

South Florida Flight Standards District Office 19
2895SW 145th Avenue Suite 120
Miramar, FL 33027

Juan C Garcia-Inspectors Statement – Accident Investigation

NTSB Accident No.: ERA23LA040

ATQA: A-SO-19-23-068

SAS PTRS No.: SO19202301769

Task ID: T-SO19-FY23-0173

Registration: N39628

Make: 1978 Piper

Model: PA-32RT-300T

Serial Number: 32R-7887127

Hobbs/ACTT: 30621.8 hours

Tach: 3108.2 hours

When: October 24, 2022

Where: John Prince Park, Lake Worth, Florida location 26°36'27"North, 80°04'54"West @ 1630

What: Part 91, Piper PA-32RT-300T, registration N39628, serial number 32R-7887127 departed Palm Beach County Park Airport (LNA) with one pilot aircraft lost engine power and crashed inside John Prince Park, destroying aircraft. Pilot sustained minor injuries. Piper PA-32RT-300T owned and operated by Rouleau Christian [REDACTED] Hypoluxo, FL.

PIC Pilot:

Christian Francois Rouleau

[REDACTED]
Hypoluxo, FL 33462-6061

Pilot Certificate No. [REDACTED]

First Class Medical Certificate: Date of Examination: 01/25/2022

Total Flight Hours: 2100 Hrs.

E-mail statement from pilot Mr. Christian Francois Rouleau:

Statement N39628 Forced Landing after total engine failure on takeoff.

On Sunday, October 23, 2022 I flew my airplane N39628 from great Exuma (MYEF) to Palm Beach international Airport (KPBI) without incident. The airplane ran absolutely flawlessly for the entire flight.

After landing at KPBI to clear customs I restarted the airplane And flew to Lantana airport (KLNA) without incident again.

Once on the ground at KLNA I decided to go buy fuel at Okeechobee airport (KOB). I verified visually the fuel levels in each tank, which was approximately 8 gallons in the left wing and 9 gallons in the right wing. I also checked oil level.

I judged this quantity of fuel to be insufficient to accomplish the flight from KLNA to KOB and have a good reserve once I reach the airport at KOB. Therefore, I decided to purchase 10 gallons of 100 LL gasoline at the self-serve at KLNA. This gave me a total onboard fuel of 27 gallons. All of the purchased 10 gallons of fuel were put in the right wing.

I started the airplane with the fuel selector on the right wing since it was the fullest wing for takeoff. I taxied uneventfully to runway 04 after checking the local weather for the most favorable runway.

I began my takeoff run using maximum allowable power which on this airplane is 36 inches of manifold and 2700 of RPM. The airplane behaved normally for the entire ground run with the usual turbo boost kick come in around 30 inches of manifold. The airplane rotated normally at 80 kts and started climbing normally. The gear was retracted once there was no more runway available on the climb. The flaps were retracted at 300 feet. after reaching an air speed of approximately 90 kts and 300 feet of altitude. I then proceeded to reduce power to maximum continuous power for that airplane. This maximum continuous power on this particular airplane is 33 inches of manifold and 2575 RPM, which usually produces approximately 700fpm climb.

When I did this power adjustment in the usual manner, the Engine seemed to lose a lot more power than usual. I proceeded to put all Engine control levers full forward, verified that the electric fuel booster pump was still on and verify that my fuel selector was still on fullest tank.

These immediate actions failed to restore power which was ever decreasing rapidly. There was no roughness in the way the engine was turning but no power was being created. I attempted to lean the mixture in case of turbo failure. This provided me with approximately three seconds of very poor return of transient power before the engine quit completely with the propeller wind milling. I put the mixture level full forward again

At that point I was already in a glide looking straight ahead at my options. This airplane model has a sink rate of approximately 1600 ft./min. engine out. Being now at less than 300 feet AGL, hence less than 13 Seconds prepare for forced landing.

I had very limited options at the time. Because of the axis of the runway, John Prince Park seemed to be the least populated and best option when compared to streets. The lake had several boats on it.

Maintaining control of the aircraft and glide speed I proceeded to an area which had two contiguous parking lots that seemed suitable. However, there were a few cars parked in these parking lots and some trees were obscuring potentially more cars. I could not

determine if people were in the parking lot or if kids were playing there. Immediately to the east of the parking lot was a short segment of straight road which ended in a dead end, before the lake. I was able to determine from the air that there was nobody on that road. Although it seemed very short it was the best option to avoid casualties on the ground. I selected that short segment of road and stuck to this plan.

In the axis of the final stretch of the road or two trees in the area of my estimated touchdown. However, I was making every effort to maintain control of the aircraft at the lowest control speed possible before the impact since the road was so short.

My glide lead me to graze the top of those two trees which obscured my windshield. I was unable to clearly see the ground in order to do my touchdown flare properly.

I impacted to the ground just short of the road and slid down the asphalt road to come to a complete stop on the guard rail before the lake at the end of the road. At that point I was experiencing severe pain in my back.

Once the airplane stopped, my only goal was to get away from the wreckage as quickly as possible. I undid my seatbelt and unlatched the door of the cockpit and tried to open it. The fuselage had bent and despite the open latches the door would not open. I proceeded to ram the door with my left shoulder and head.

On the third attempt the door slammed open. An intense smell of gasoline was present, and I could see a fountain of gasoline gushing from the leading edge of the right wing as I was able to crawl the entire length of the right wing into the grass and I continued for approximately 75 feet in case a fire emerged.

No fire ensued and fire/rescue were on the scene within minutes. Realizing that I did not have the time to secure the engine and electrical components of the aircraft, I directed the firemen at the scene as to how to safely shut the magneto and cut electrical current in the aircraft to prevent fire.

I was transported to St. Mary's Medical Center where I was diagnosed with T11 T12 vertebral body fractures. This concludes the synopsis of the events surrounding the forced landing of N39628 on October 23, 2022 at 4:09 PM. I am now in possession of all logbooks pertaining to the aircraft, available for your review.

Christian F Rouleau DMD, MD
Sent from my iPhone

Examination of the aircraft and maintenance issue:

Aircraft impact tree and wooden fencing before impacting pavement coming to a stop against a guard rail. Left main landing gear sheared off and right-wing tip fairing tearing off on impact with pavement. Right wing fuel tank ruptured, wing spar damaged, flap and aileron damaged. Right wing skin and internal rib structure sustain warping and wrinkling.

Left wing torn at mid-section to wing spar from tree and wooden fence impact, rupturing left fuel tank. Left wing leading edge sustain impact damage, aileron warped and bent. Empennage lower section with wrinkling and warping, horizontal stabilizer leading edge sustain impact damage from trees.

All three-propeller bent from propeller sticking pavement, engine mounts cracking and bent from impact. Nose wheel damaged and collapsed in wheel well, right landing gear torn from structure. Aircraft underside sustain major damage from impact.

Leftover fuel samples from fuel tanks found no contamination. Pilot purchased 10 gallons of fuel from Stellar Aviation of South Palm Beach at the Lantana Airport. Fuel farm sample taken after accident found no fuel contamination and 42 aircraft fuel from fuel farm prior to N39628 fueling with no other issues reported. Fuel recovered from ruptured fuel tanks amount to over 1 gallon. Wing left and right fuel gauges indicate zero fuel, cockpit right fuel gauge indicate zero, left fuel gauge indicate three gallons and electronic flight instrument indicator indicate 26 gallons.

Cockpit controls found throttle, mixture and propeller full forward, fuel fever for right tank, no fuse popped, engine cowling flap in half-open position and gear handle in the up position. Flight control continuity with rudder, elevator and right aileron.

Engine inspection has not been scheduled with Lycoming report to be amended once inspection accomplished.



Juan C Garcia
Aviation Safety Inspector