



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	AURORA, OR	<b>Accident Number:</b>	SEA94LA088
<b>Date &amp; Time:</b>	03/01/1994, 1330 PST	<b>Registration:</b>	N306DM
<b>Aircraft:</b>	Mikoyan MiG MIG-17T	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

IMMEDIATELY AFTER TAKEOFF, THE PILOT EXPERIENCED AN EXPLOSION IN THE TAIL OF THE MIG-17T. HE RETURNED TO THE FIELD AND THE FIRE WAS EXTINGUISHED BY THE FIRE DEPARTMENT. INSPECTION REVEALED THAT AN ALUMINUM FUEL LINE IN THE AFT SECTION HAD EXPERIENCED METALLURGICAL FAILURE. THE OWNER ADVISED ALL OTHER MIG-17 OPERATORS TO REPLACE THAT, AND OTHER, FUEL LINES WITH STAINLESS STEEL LINES.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF A METAL FUEL LINE, RESULTING IN AN EXPLOSION.

## Findings

Occurrence #1: FIRE/EXPLOSION  
Phase of Operation: CLIMB

### Findings

1. (C) FUEL SYSTEM,LINE - FAILURE,TOTAL

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	6000 hours (Total, all aircraft), 103 hours (Total, this make and model), 5272 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mikoyan MiG	<b>Registration:</b>	N306DM
<b>Model/Series:</b>	MIG-17T MIG-17T	<b>Engines:</b>	1 Turbo Jet
<b>Operator:</b>	WILLIAM R. REESMAN	<b>Engine Manufacturer:</b>	CHINA
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	WP5/BK1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Broken / 15000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 190°
<b>Temperature:</b>	16° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	AURORA STATE AIRPORT (3S2)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5000 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	In-Flight
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	In-Flight
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MICHAEL L STOCKHILL	<b>Adopted Date:</b>	01/26/1995
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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