



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	FOLEY, AL	<b>Accident Number:</b>	ATL95LA033
<b>Date &amp; Time:</b>	01/02/1995, 2130 CST	<b>Registration:</b>	N6829F
<b>Aircraft:</b>	PIPER PA-28-151	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On January 2, 1995, at 2130 central standard time, a Piper PA-28- 151, N6829F, burst into flames after rolling off the departure end of runway 18 at the Foley Municipal Airport in Foley, Alabama. The personal flight operated under the provisions of 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane was destroyed by fire, and the pilot was not injured. The flight departed Foley at 2045 hours.

According to the pilot, he had completed two landings and three takeoffs as part of an effort to maintain night currency. The third takeoff was normal, but as the flight continued, the pilot began smelling smoke. When the pilot was established on downwind, smoke filled the cockpit, and the pilot saw flames coming from the engine compartment. The pilot shortened his normal traffic pattern and turned towards the runway. The airplane touched down long on the runway and rolled off the departure end.

Examination of the accident site disclosed that a set of tire tracks started about 400 feet from the end of the runway and continued to the point where the airplane rested. The airplane rotated 90 degrees left to a 090 degree magnetic heading. Further examination of the runway failed to uncover fire damaged debris from the airplane.

Examination of the airplane disclosed that the right side was destroyed by fire. The engine assembly also sustained extensive fire damage which destroyed the carburetor. Due to the fire damage, several engine components were destroyed and conclusive examinations were not possible. A review of the aircraft maintenance log disclosed that the carburetor heat box was replaced 38 hours before the accident.

The pilot failed to respond to both telephone and written requests to provide additional information about the accident.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/17/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	29 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6829F
<b>Model/Series:</b>	PA-28-151 PA-28-151	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-7715181
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	11/30/1994, 100 Hour	<b>Certified Max Gross Wt.:</b>	2325 lbs
<b>Time Since Last Inspection:</b>	38 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4582 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E3D
<b>Registered Owner:</b>	SKYKING AVIATION	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	SKYKING AVIATION	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MOB, 218 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	2150 CST	Direction from Accident Site:	300°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5° C / -4° C
Precipitation and Obscuration:			
Departure Point:	(5R4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2045 CST	Type of Airspace:	Class G

## Airport Information

Airport:	FOLEY MUNICIPAL AIRPORT (5R4)	Runway Surface Type:	Asphalt
Airport Elevation:	74 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3700 ft / 75 ft	VFR Approach/Landing:	Precautionary Landing; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL
Additional Participating Persons:	GARY SOLDWISCH; BIRMINGHAM, AL
Investigation Docket:	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> .