



National Transportation Safety Board Aviation Accident Final Report

Location:	DANBURY, CT	Accident Number:	NYC93LA060
Date & Time:	02/02/1993, 1920 EST	Registration:	N233PA
Aircraft:	PIPER PA-28-161	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THIS WAS THE FIRST FLIGHT OF THE DAY AND THE TEMPERATURE WAS BELOW FREEZING. THE PILOT PRIMED THE ENGINE SEVERAL TIMES AND THEN ATTEMPTED TO START THE ENGINE. IT RAN FOR A FEW SECONDS AND THEN STOPPED. HE PRIMED IT SEVERAL TIMES AGAIN AND THEN ATTEMPTED ANOTHER START. AGAIN THE ENGINE STARTED AND THEN STOPPED. HE THEN NOTICED A GLOW ON THE GROUND AND EVACUATED THE PASSENGERS WHILE HE ATTEMPTED TO CRANK THE ENGINE, HOWEVER THE FLAMES SPREAD, AND THE PILOT EVACUATED THE AIRPLANE. THE MASTER SWITCH, ELECTRIC FUEL PUMP, MIXTURE CONTROL AND THE FUEL SELECTOR VALVE WERE LEFT ON. ACCORDING TO THE AIRPLANE FLIGHT MANUAL, PRIMING IS USED ONLY AFTER THE INITIAL START ATTEMPT. IN ADDITION, IF A FIRE OCCURS DURING START, THE MANUAL SAY TO SHUT OFF THE MIXTURE AND FUEL SELECTOR. THE PILOT HAD 90 HOURS TOTAL TIME.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER EMERGENCY PROCEDURES FOR AN ENGINE FIRE DURING STARTING WHICH RESULTED IN THE SUBSTANTIAL DAMAGE. FACTORS RELATED TO THE ACCIDENT WERE THE PILOT'S IMPROPER STARTING PROCEDURE AND HIS LACK OF TOTAL EXPERIENCE.

Findings

Occurrence #1: FIRE

Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (F) STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
2. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	19, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/01/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	90 hours (Total, all aircraft), 40 hours (Total, this make and model), 40 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N233PA
Model/Series:	PA-28-161 PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7816676
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/02/2000, 100 Hour	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-D3G
Registered Owner:	BLUE BIRD AVIATION	Rated Power:	160 hp
Operator:	BLUE BIRD AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	DXR, 457 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1950 EST	Direction from Accident Site:	1°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-8° C
Precipitation and Obscuration:			
Departure Point:	(DXR)	Type of Flight Plan Filed:	None
Destination:	(DXR)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D; Class E

Airport Information

Airport:	DANBURY MUNI (DXR)	Runway Surface Type:	Asphalt
Airport Elevation:	457 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Report Date:	10/13/1993
Additional Participating Persons:	JOHN D CHERIS; WINDSOR LOCKS, CT		
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).