



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	DANBURY, CT	<b>Accident Number:</b>	NYC93LA060
<b>Date &amp; Time:</b>	02/02/1993, 1920 EST	<b>Registration:</b>	N233PA
<b>Aircraft:</b>	PIPER PA-28-161	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	19
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N233PA
<b>Model/Series:</b>	PA-28-161 PA-28-161	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BLUE BIRD AVIATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-D3G
<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>	Night/Bright
<b>Observation Facility, Elevation:</b>	DXR, 457 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	-8° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(DXR)	<b>Destination:</b>	(DXR)

## Airport Information

<b>Airport:</b>	DANBURY MUNI (DXR)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): ROBERT L HANCOCK      Adopted Date: 10/13/1993

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.