



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GORDONSVILLE, VA	<b>Accident Number:</b>	NYC93LA098
<b>Date &amp; Time:</b>	06/01/1993, 1030 EDT	<b>Registration:</b>	N9830W
<b>Aircraft:</b>	PIPER PA-28-140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ENGINE LOST POWER AT ABOUT 150 TO 200 FEET AGL, AND THE PILOT WAS UNABLE TO REACH A SUITABLE LANDING AREA. THE AIRPLANE TOUCHED DOWN IN A FIELD, BOUNCED INTO THE AIR, AND FLEW INTO TREES. POST ACCIDENT INVESTIGATION SHOWED THAT FUEL WOULD NOT FLOW TO THE CARBURETOR WITH THE FUEL TURNED ON AND THE ELECTRIC BOOST PUMP ON. CONTAMINATION WAS FOUND IN THE CARBURETOR AND FUEL STRAINER. THE PILOT USED AUTO GAS WHICH WAS PLACED INTO CANS AND THEN Poured INTO THE WING TANKS WITHOUT BEING RUN THROUGH A FILTER OR STRAINER. ACCORDING TO THE STC FOR AUTO GAS, WHEN REFUELING FROM CANS, THE FUEL SHOULD BE FILTERED OR RUN THROUGH A CHAMOIS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: WAS A POWER LOSS DUE TO FUEL CONTAMINATION, AFTER THE PILOT REFUELED FROM CANS AND DID NOT FILTER THE FUEL ACCORDING TO RECOMMENDATIONS.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (C) REFUELING - IMPROPER - PILOT IN COMMAND
3. (C) FLUID,FUEL - CONTAMINATION

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Occurrence #2: FORCED LANDING  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

4. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, 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
<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/21/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	332 hours (Total, all aircraft), 100 hours (Total, this make and model), 280 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N9830W
<b>Model/Series:</b>	PA-28-140 PA-28-140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-23334
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	02/18/1993, Annual	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>	27 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3650 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-320-E2A
<b>Registered Owner:</b>	JEFFREY COTTON	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	CHARLES D. BAILEY	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	(GVE)	Type of Flight Plan Filed:	None
Destination:	ORANGE CO., VA (W93)	Type of Clearance:	None
Departure Time:	1030 EDT	Type of Airspace:	Airport Advisory Area; Class G

## Airport Information

Airport:	GORDONSVILLE MUNI (GVE)	Runway Surface Type:	Asphalt
Airport Elevation:	454 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	
Runway Length/Width:	2300 ft / 40 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Report Date:	12/03/1993
Additional Participating Persons:	JOHN DOSTAL; RICHMOND, VA		
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 <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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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](#).