



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

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)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54
<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>	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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CHARLES D. BAILEY	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2A
<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>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 310°
<b>Temperature:</b>	24° C	<b>Visibility</b>	25 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(GVE)	<b>Destination:</b>	ORANGE CO., VA (W93)

## Airport Information

<b>Airport:</b>	GORDONSVILLE MUNI (GVE)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	22	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2300 ft / 40 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<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: 12/03/1993

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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