



National Transportation Safety Board Aviation Accident Factual Report

Location:	CARIBOU, ME	Accident Number:	BF093LA150
Date & Time:	09/02/1993, 1000 EDT	Registration:	N7507P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

On Thursday, September 2, 1993, at 1000 eastern daylight time, N7507P, a Piper PA-24-250, owned and operated by Donald Doran of Vero Beach, Florida, lost engine power shortly after takeoff and collided with the ground in a field at Caribou, Maine. Visual meteorological conditions prevailed and a flight plan was not filed. The certificated commercial pilot and his passenger received minor injuries. The airplane was substantially damaged. The personal flight was being operated under 14 CFR 91 and was destined for Auburn-Lewiston, Maine.

According to the pilot, he had completed his pretakeoff checks and run-up successfully. He stated that after departing runway 29 at about 200 feet above the ground, the engine lost power. The pilot stated that the fuel selector was on the left tank and that he tried switching tanks to restart the engine, but he was unsuccessful. He made a forced landing in a field about a quarter mile from the airport.

According to the FAA Inspector who examined the wreckage, both auxiliary fuel tanks and the left main fuel tank were full and the right main fuel tank was empty. A witness at the accident site stated that he turned the fuel selector off after he smelled fuel, but he does not recall which tank the selector was on. The pilot had reported to the FAA that the tanks were topped off about a week prior to the accident, and that he had flown about 2.12 hours since the refuelling. The airplane's main tanks capacity is 30 gallons per tank, and the fuel consumption according to the FAA is 14.3 gph.

The engine was examined after the accident under the supervision of an FAA inspector. The engine was installed with a test club propeller and a slave carburetor in order to test run the engine. The engine was started and operated without difficulty. According to the FAA there was no evidence of mechanical malfunction that would have prevented the engine from operating.

Pilot Information

Certificate:	Commercial; Private	Age:	68, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/27/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2720 hours (Total, all aircraft), 246 hours (Total, this make and model), 2455 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7507P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24-2708
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	05/28/1993, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	11 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2875 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1A5
Registered Owner:	DONALD W DORAN	Rated Power:	250 hp
Operator:	DONALD W DORAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CAR, 626 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	0951 EDT	Direction from Accident Site:	49°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C / 9° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LEWISTON, ME (LEW)	Type of Clearance:	None
Departure Time:	0925 EDT	Type of Airspace:	Class G

Airport Information

Airport:	CARIBOU MUNICIPAL (CAR)	Runway Surface Type:	Asphalt
Airport Elevation:	570 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3437 ft / 125 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	BEVERLEY JOHNSON,
Additional Participating Persons:	TOM SHULTZ; PORTLAND, ME
Investigation Docket:	NTSB accident and incident docket 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/ .