



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CARIBOU, ME	<b>Accident Number:</b>	BF093LA150
<b>Date &amp; Time:</b>	09/02/1993, 1000 EDT	<b>Registration:</b>	N7507P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

ACCORDING TO THE PILOT, HE HAD COMPLETED HIS PRETAKEOFF CHECKS AND RUN-UP SUCCESSFULLY. HE STATED THAT HE DEPARTED AND WAS AT 870 FEET MSL WHEN THE ENGINE LOST POWER. HE IMMEDIATELY CHECKED THE FUEL SELECTOR AND TRIED TO RESTART THE ENGINE, BUT HE WAS UNSUCCESSFUL. A FORCED LANDING WAS MADE IN A FIELD ABOUT A QUARTER MILE FROM THE AIRPORT. AN FAA INSPECTOR EXAMINED THE AIRPLANE, AND IT WAS REVEALED THAT BOTH LEFT AND RIGHT AUXILLARY TANKS WERE FULL, WHILE THE RIGHT MAIN TANK WAS EMPTY. THE PILOT REPORTED TO THE FAA THAT THE AIRPLANE WAS TOPPED OFF A WEEK PRIOR TO THE ACCIDENT, AND HE HAD FLOWN 2.12 HOURS SINCE REFUELING. THE AIRPLANE'S MAIN TANKS CAPACITY IS 30 GALLONS EACH, AND THE FUEL CONSUMPTION IS 14.3 GPH. THE PILOT STATED THAT THE FUEL SELECTOR WAS ON THE LEFT TANK FOR TAKEOFF. TEST DID NOT DISCLOSE ANY EVIDENCE OF MECHANICAL MALFUNCTION THAT WOULD HAVE RESULTED IN A LOSS OF ENGINE POWER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. CONTRIBUTING TO THE ACCIDENT WAS THE UNSUITABLE TERRAIN.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

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

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; 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>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/27/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	BEVERLEY JOHNSON,	<b>Report Date:</b>	07/25/1994
<b>Additional Participating Persons:</b>	TOM SHULTZ; PORTLAND, ME		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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](#).