



National Transportation Safety Board Aviation Accident Data Summary

Location:	CARIBOU, ME	Accident Number:	BFO93LA150
Date & Time:	09/02/1993, 1000 EDT	Registration:	N7507P
Aircraft:	PIPER PA-24-250	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Pilot Information

Certificate:	Commercial; Private	Age:	68
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	DONALD W DORAN	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-540-A1A5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CAR, 626 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 120°
Temperature:	14° C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: LEWISTON, ME (LEW)		

Airport Information

Airport:	CARIBOU MUNICIPAL (CAR)	Runway Surface Type:	Asphalt
Runway Used:	29	Runway Surface Condition:	Dry
Runway Length/Width:	3437 ft / 125 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): BEVERLEY JOHNSON,

Adopted Date: 07/25/1994

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, 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.