



National Transportation Safety Board Aviation Accident Final Report

Location:	WILLIAMSON, WV	Accident Number:	BF093LA151
Date & Time:	09/02/1993, 1000 EDT	Registration:	N31858
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

ACCORDING TO THE PILOT, JUST AFTER TAKEOFF HE NOTED AN ODOR. HE STATED THAT WITHIN 30 SECONDS TO A MINUTE, HE NOTICED SMOKE IN THE COCKPIT. THE PILOT STATED THAT HE COMPLETED THE EMERGENCY CHECKLIST WHICH INCLUDED TURNING OFF ALL ELECTRICAL POWER. HE ELECTED TO RETURN FOR A LANDING. AFTER LANDING, THE PILOT STATED THAT HE WAS ABLE TO TAXI THE AIRPLANE ONTO THE TAXIWAY. HE LEFT THE AIRPLANE TO SEEK ASSISTANCE IN EXTINGUISHING THE FIRE. ON HIS RETURN TO THE AIRPLANE, HE NOTED THE FIRE HAD SPREAD THROUGHOUT THE CABIN AND TO THE EMPENNAGE AREA. THE FIRE WAS EXTINGUISHED, BUT THE CABIN AREA AND NOSE COMPARTMENT WERE DESTROYED BY THE FIRE. AN EXAMINATION OF THE AIRPLANE AFTER THE ACCIDENT DID NOT REVEAL THE SOURCE OF THE FIRE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A FIRE IN THE COCKPIT AREA FOR UNDETERMINED REASONS.

Findings

Occurrence #1: FIRE

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: FIRE

Phase of Operation: STANDING

Factual Information

On Thursday, September 2, 1993, at 1000 eastern daylight time, N31858, a Piper PA-34-200T, owned by W M T Inc. of Williamson, West Virginia, and piloted by James Klepper of Abingdon, Virginia, was destroyed by fire at Williamson Mingo County Airport, Williamson, West Virginia. Visual meteorological conditions prevailed and a flight plan was not filed. The certificated airline transport pilot, the sole occupant, was not injured. The personal flight was conducted under 14 CFR 91 and the intended destination was Abingdon, Virginia.

According to the pilot, just after takeoff, "I began smelling a hot smell. Within 30 seconds to 1 minute I started to see smoke in the cockpit. After going through and completing the emergency check list and turning off all electrical including master switch, I elected to return for a landing...I was able to taxi the aircraft off of the runway onto the taxiway...after exiting the aircraft I called the operator for assistance." The fire had spread throughout the airplane destroying it. An examination of the airplane after the accident did not reveal the source of the fire.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/03/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4097 hours (Total, all aircraft), 300 hours (Total, this make and model), 3091 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N31858
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34-7870270
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-360-E
Registered Owner:	W M T INC.	Rated Power:	200 hp
Operator:	W. M. T. INC.	Operating Certificate(s) Held:	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	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ABINGDON, VA (VJI)	Type of Clearance:	None
Departure Time:	0837 EDT	Type of Airspace:	Class G

Airport Information

Airport:	WILLIAMSON MINGO CTY (4I0)	Runway Surface Type:	Asphalt
Airport Elevation:	1575 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3515 ft / 60 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BEVERLEY JOHNSON,	Report Date:	07/25/1994
Additional Participating Persons:	DAVE BURGESS; CHARLESTON, WV		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).