



National Transportation Safety Board Aviation Accident Data Summary

Location:	WILLIAMSON, WV	Accident Number:	BFO93LA151
Date & Time:	09/02/1993, 1000 EDT	Registration:	N31858
Aircraft:	PIPER PA-34-200T	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

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	29
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
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	Engines:	2 Reciprocating
Operator:	W. M. T. INC.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-360-E
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:	27° C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	ABINGDON, VA (VJI)

Airport Information

Airport:	WILLIAMSON MINGO CTY (4I0)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	3515 ft / 60 ft		

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
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/>.

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.