



National Transportation Safety Board Aviation Incident Final Report

Location:	DESTIN, FL	Incident Number:	MIA92IA075
Date & Time:	02/01/1992, 1120 CST	Registration:	N7909W
Aircraft:	PIPER PA-28-180	Aircraft Damage:	Minor
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT STARTED THE ENG & LEFT THE AUX FUEL BOOST PUMP ON. WHILE TAXIING TO TAKE OFF, THE ENG QUIT. THE PLT ATTEMPTED TO START THE ENG BUT OBSERVED FLAMES FROM THE FRONT OF THE ENG COWLING. THE PLT & PAX EXITED THE ACFT BUT THE PLT LEFT THE MASTER & AUXILIARY FUEL BOOST PUMP SWITCHES ON, WHICH CONTINUED TO FEED FUEL TO THE FIRE. THE FIRE WAS EXTINGUISHED AFTER THE MASTER SWITCH WAS TURNED OFF & CHEMICAL APPLIED TO THE FIRE. ACCORDING TO AN INDIVIDUAL WHO EXAMINED THE ACFT, IN HIS OPINION, THE PLT FLOODED THE ENG WHILE ATTEMPTING TO RESTART IT, & DUE TO THE EXCESS FUEL, THE ENG BACKFIRED & THE EXCESS FUEL CAUGHT FIRE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: IMPROPER PROCEDURES/DIRECTIVES BY THE PILOT-IN-COMMAND WHILE ATTEMPTING TO RESTART THE ENGINE, RESULTING IN THE ENGINE COMPARTMENT FIRE.

Findings

Occurrence #1: FIRE
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings
1. (C) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	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:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/23/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	793 hours (Total, all aircraft), 90 hours (Total, this make and model), 694 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7909W
Model/Series:	PA-28-180 PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-1942
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/15/1992, Annual	Certified Max Gross Wt.:	2175 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2914 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	BARBREE, B.J. & MICHELLE	Rated Power:	180 hp
Operator:	BARBREE, B.J. & MICHELLE	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	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1120 CST	Type of Airspace:	Class G

Airport Information

Airport:	DESTIN-FORT WALTON BEACH (81J)	Runway Surface Type:	N/A
Airport Elevation:	22 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	2 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Timothy W Monville	Report Date:	05/26/1993
Additional Participating Persons:	BOB LEMASTER; BIRMINGHAM, AL		
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/ .		

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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](#).