



National Transportation Safety Board Aviation Accident Data Summary

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| Location: | GREENVILLE, VA | Accident Number: | BFO92LA083 |
| Date & Time: | 07/01/1992, 1330 EDT | Registration: | N8141H |
| Aircraft: | PIPER PA-32R-301T | Injuries: | 4 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

WHILE IN CRUISE AT 12,000 FEET MSL THE ENGINE LOST TOTAL POWER. THE PILOT MADE A FORCED LANDING ON A FIELD IN GREENVILLE, VA. THE ON SCENE INVESTIGATION REVEALED THE FUEL INJECTOR LINE BETWEEN THE FUEL MANIFOLD AND THE NUMBER 6 CYLINDER FUEL NOZZLE WAS BROKEN. A METALLURGICAL STUDY REVEALED THAT THE SEPARATION OF THE FUEL LINE OCCURRED BY METAL FATIGUE. THE SAFETY BOARD RECOMMENDED TO THE FAA, RECOMMENDATION A-29-10, ON MARCH 2, 1992, THAT AN AIRWORTHINESS DIRECTIVE (A) BE PUBLISHED ADDRESSING THE FUEL LINE FAILURES. THE FAA ISSUED AN AD (92-12-10), ON JUNE 5, 1992, REQUIRING A VISUAL INSPECTION, WITHIN 10 FLIGHT HOURS, OF EACH FUEL INJECTOR FUEL LINE, AND LOOK FOR MISSING SUPPORT CLAMPS, OR SUPPORT CLAMPS THAT ARE NOT SECURE AND ARE NOT PROPERLY SUPPORTING THE FUEL LINE. THE ACCIDENT AIRPLANE HAD NOT YET ACCRUED 10 FLIGHT HOURS SINCE THE ADOPTION OF THE AD.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FATIGUE FAILURE OF THE FUEL INJECTOR FUEL LINE RESULTING IN ENGINE FAILURE. CONTRIBUTING TO THE ACCIDENT WAS THE UNSUITABLE TERRAIN IN WHICH THE FORCED LANDING WAS MADE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,LINE - FRACTURED

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

Occurrence #3: HARD LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. LANDING GEAR - OVERLOAD

Pilot Information

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|----------------------------------|--|------------------------------|----------|
| Certificate: | Private | Age: | 36 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 338 hours (Total, all aircraft), 68 hours (Total, this make and model), 319 hours (Pilot In Command, all aircraft), 28 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

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N8141H |
| Model/Series: | PA-32R-301T PA-32R-301 | Engines: | 1 Reciprocating |
| Operator: | BUTLER AIR INC. | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | TIO-540-S1AD |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|---------------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | CHO, 1 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Overcast / 2000 ft agl | Wind Speed/Gusts, Direction: | 6 knots / , 210° |
| Temperature: | 28° C | Visibility: | 6 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | N. MYRTLE BEACH, SC (CRE) | Destination: | BUTLER, PA (BTP) |

Wreckage and Impact Information

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|-----------------------------|--------|----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 3 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

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| Investigator In Charge (IIC): | MARGARET B NAPOLITAN | Adopted Date: | 08/13/1993 |
| 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.

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