



National Transportation Safety Board Aviation Accident Data Summary

Location:	GREENBUSH, MN	Accident Number:	CHI85LA001
Date & Time:	10/03/1984, 1650 CDT	Registration:	N37JL
Aircraft:	PIPER PA-23-250	Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

FOLLOWING AN UNEVENTFUL APPROACH AND LANDING, THE PLT WAS TAXIING BACK UP THE RUNWAY WHEN THE RIGHT ENGINE QUIT. THE RIGHT SEAT PASSENGER IMMEDIATELY NOTED FLAMES COMING FROM THE ENGINE AND NOTIFIED THE PLT, WHO SWUNG THE ACFT INTO POSITON FOR WIND TO KEEP FLAMES FROM THE WING WHILE SECURING BOTH ENGINE FUEL SHUT-OFF VALVES, HEATER FUEL SHUT-OFF AND THE ACFT ELECTRICAL SYSTEM. PLT ORDERED EVACUATION AND ATTEMPTED TO EXTINGUISH FIRE WITH HAND-HELD EXTINGUISHER. FIRE CONTINUED TO BURN FOR ABOUT 15 MINUTES UNTIL LOCAL FIRE DEPT PUT OUT FLAMES. DAMAGE PRECLUDED DETERMINATION OF FIRE SOURCE, BELIEVED TO BE A BROKEN LINE OR SEPARATED FITTING IN THE ENGINE FUEL SYSTEM WHICH ALLOWS A QUANTITY OF FUEL TO COLLECT IN THE NACELLE BEFORE ENGINE QUIT FROM FUEL STARVATION, FIRE IGNITED, AND PLT CLOSED SHUT-OFF VALVE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: FIRE
Phase of Operation: TAXI - FROM LANDING

Findings
1. (C) FUEL SYSTEM - UNDETERMINED

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	31
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
Flight Time:	1945 hours (Total, all aircraft), 162 hours (Total, this make and model), 1713 hours (Pilot In Command, all aircraft), 163 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N37JL
Model/Series:	PA-23-250 PA-23-250	Engines:	2 Reciprocating
Operator:	ARROWHEAD AIRWAYS, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-540-C4B5
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

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:	10 knots / , 240°
Temperature:	-18° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	ST. PAUL, MN (STP)	Destination:	GREENBUSH, MN (02Y)

Airport Information

Airport:	GREENBUSH MUNICIPAL ARPT. (024)	Runway Surface Type:	Grass/turf
Runway Used:	21	Runway Surface Condition:	Dry
Runway Length/Width:	1897 ft / 192 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC):	ROBERT BENZON	Adopted 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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