



National Transportation Safety Board Aviation Incident Data Summary

Location:	SAVANNAH, GA	Incident Number:	ATL82IA103
Date & Time:	04/02/1982, 1445 EST	Registration:	N25MA
Aircraft:	PIPER PA-31P	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

DURING FLIGHT, ELECTRICAL FUMES, SMOKE AND SPARKS BEGAN EMITTING FROM THE CIRCUIT BREAKER PANEL IMMEDIATELY LEFT OF THE PILOT'S SEAT. THE PILOT WAS FORCED TO MOVE TO THE RIGHT SEAT. HE TRIED TO SUPPRESS THE SPARKS WITH A CHEMICAL FIRE EXTINGUISHER AND TRIED TO ISOLATE THE SOURCE OF THE ELECTRICAL FIRE, BUT WAS UNABLE. HE DECLARED AN EMERGENCY AND LANDED AT SAVANNAH, GA. AN INVESTIGATION REVEALED THAT FIRE HAD DESTROYED MUCH OF THE WIRING BEHIND THE CIRCUIT BREAKER PANEL AND SEVERAL HOLES WERE BURNED THROUGH THE FUSELAGE SKIN. BOTH OVER-VOLTAGE REGULATORS WERE BURNED OUT AND ALL RADIOS AND VOLTAGE REGULATORS WERE DESTROYED. THE BATTERY HAD OVER-HEATED AND SPEWED SMOKE AND FLUID FROM THE BATTERY COMPARTMENT. THE CIRCUIT BREAKER PANEL HAD BEEN REINSTALLED WITHOUT A PHENOLIC SPACER ON THE FORWARD SIDE AND WAS BENT INWARD IN THAT AREA. THIS SPACER WAS NEED TO ASSURE SPACE BEHIND THE PANEL. THE FOAM MATERIAL (LINING FOR ADDITIONAL INSULATION) HAD BECOME BRITTLE. A COMPASS SYSTEM AND DME HAD BEEN INSTALLED ON 11/16/81.

Probable Cause

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

Findings

Occurrence #1: FIRE
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
2. (C) FUSELAGE, INSTRUMENT/ELECTRICAL PANEL - ARCING
3. (C) FUSELAGE, INSTRUMENT/ELECTRICAL PANEL - FIRE

Pilot Information

Certificate:	Airline Transport	Age:	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	Airplane Single-engine
Flight Time:	3900 hours (Total, all aircraft), 150 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N25MA
Model/Series:	PA-31P PA-31P	Engines:	2 Reciprocating
Operator:	NASCAR	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	TIGO-541-E1A
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SAV, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 100°
Temperature:	73° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	DAYTONA BEACH, FL (DAB)	Destination:	WINSTON-SALEM, NC (INT)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Adopted Date: 04/02/1983
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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