



National Transportation Safety Board Aviation Accident Final Report

Location:	ERIE, CO	Accident Number:	DEN82DA080
Date & Time:	05/01/1982, 1215 MDT	Registration:	N13845
Aircraft:	PIPER PA-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE AIRCRAFT LOST POWER DURING TAKEOFF CLIMB AND WAS LANDED STRAIGHT AHEAD RESULTING IN SUBSTANTIAL DAMAGE. THE FUEL SELECTOR VALVE WAS HARD TO MOVE AND DURING TESTS MOVING IT CAUSED THE ENGINES TO QUIT. PIPER AD 80-18-10 WARNS THAT SCOTT MANUFACTURED SELECTOR VALVES "COULD CAUSE POWER LOSS DUE TO MALFUNCTION OF THE VALVES". DISASSEMBLY OF THE VALVE ON THIS AIRCRAFT REVEALED SCRATCH MARKS ON THE SLIDING PORTION INDICATIVE OF BINDING.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM,SELECTOR/VALVE - BINDING(MECHANICAL)
2. (C) FLUID,FUEL - BLOCKED(TOTAL)

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. WING,SPAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	31, Female
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/07/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3358 hours (Total, all aircraft), 50 hours (Total, this make and model), 3097 hours (Pilot In Command, all aircraft), 94 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N13845
Model/Series:	PA-23 PA-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	27-4486
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:	13 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3270 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIO-540
Registered Owner:	AERO SYSTEMS, INC.	Rated Power:	250 hp
Operator:	JENNIFER H. MAGUIRE	Operating Certificate(s) Held:	

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	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	75° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ERIE, CO (48V)	Type of Flight Plan Filed:	None
Destination:	GARDEN CITY, KS (48V)	Type of Clearance:	None
Departure Time:	1215	Type of Airspace:	

Airport Information

Airport:	ERIE AIRPARK (48V)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5400 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	05/01/1983
Additional Participating Persons:		
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/ .	

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).