



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | ERIE, CO | Accident Number: | DEN82DA080 |
| Date & Time: | 05/01/1982, 1215 MDT | Registration: | N13845 |
| Aircraft: | PIPER PA-23 | 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

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

Pilot Information

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|----------------------------------|---|------------------------------|---|
| Certificate: | Flight Instructor; Commercial | Age: | 31 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | | Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine |
| 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

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|--------------------------------|--------------------------------------|----------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N13845 |
| Model/Series: | PA-23 PA-23 | Engines: | 2 Reciprocating |
| Operator: | JENNIFER H. MAGUIRE | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | | Engine Model/Series: | TIO-540 |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------|------------------------------|-----------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Unknown |
| Lowest Ceiling: | Unknown / 0 ft agl | Wind Speed/Gusts, Direction: | 5 knots / , 90° |
| Temperature: | 75° C | Visibility | 0 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | ERIE, CO (48V) | Destination: | GARDEN CITY, KS (48V) |

Airport Information

| | | | |
|----------------------|--------------------|---------------------------|---------|
| Airport: | ERIE AIRPARK (48V) | Runway Surface Type: | Asphalt |
| Runway Used: | 15 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 5400 ft / 75 ft | | |

Wreckage and Impact Information

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

Administrative Information

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|-------------------------------|--|------------|
| Investigator In Charge (IIC): | Adopted Date: | 05/01/1983 |
| 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/ . | |

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.