



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Knox, IN	<b>Accident Number:</b>	CHI05CA210
<b>Date &amp; Time:</b>	08/01/2005, 1200 CDT	<b>Registration:</b>	N83W
<b>Aircraft:</b>	Barr Barr Six	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

The experimental amateur-built airplane was destroyed by fire during its taxi to parking after a landing. The pilot stated, "After reaching pattern altitude I turned on boost pump and approach flaps, and opened cowl flaps. I then pulled power back to enter upwind. Engine felt like it was going to quit. I entered down wind and pulled throttle back all the way. I landed and turned on to taxi way. There was smoke coming out of instrument panel. I shut down everything and got out of plane to check front of plane. Engine was still turning over then it stopped. I went back inside to get fire extinguisher. I went back outside and shot extinguisher up cow flaps. Could not stop fire and plane was destroyed." Examination of the wreckage did not reveal the source of the fire.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The undetermined cause of the fire during the taxi.

## Findings

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

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

## Factual Information

### Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	11/01/2002
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1817 hours (Total, all aircraft), 106 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Barr	Registration:	N83W
Model/Series:	Barr Six	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	001
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:		Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-720-A1Bd
Registered Owner:	James Barr	Rated Power:	400 hp
Operator:	James Barr	Air Carrier Operating Certificate:	None

### Meteorological Information and Flight Plan

Observation Facility, Elevation:	VPZ, 771 ft msl	Observation Time:	CDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	29° C / 20° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, Variable	Visibility (RVR):	
Altimeter Setting:	30.17 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OSHKOSH, WI (OSH)	Type of Flight Plan Filed:	VFR
Destination:	Knox, IN (OXI)	Type of Clearance:	None
Departure Time:	1100 CDT	Type of Airspace:	

## Airport Information

<b>Airport:</b>	<b>Runway Surface Type:</b>
<b>Airport Elevation:</b>	<b>Runway Surface Condition:</b>
<b>Runway Used:</b>	<b>IFR Approach:</b>
<b>Runway Length/Width:</b>	<b>VFR Approach/Landing:</b>

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Edward F Malinowski	<b>Adopted Date:</b>	10/27/2005
<b>Additional Participating Persons:</b>	Mel Schuck; South Bend, IN, FSDO		
<b>Publish Date:</b>			
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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