



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Canton, IL	<b>Accident Number:</b>	CHI06CA025
<b>Date &amp; Time:</b>	11/02/2005, 1045 CST	<b>Registration:</b>	N9664D
<b>Aircraft:</b>	Piper PA22-150	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane was destroyed by fire after an emergency landing due to an in-flight fire. The pilot said that after taking off and executing a left hand traffic pattern departure, he noticed smoke emanating from the left side of the instrument panel. An emergency landing was executed and the airplane rolled to a stop on the grass adjacent to the runway. The airplane was consumed by the fire after the pilot had exited the airplane. Postaccident examination of the airplane failed to reveal evidence of the original source of the fire.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: FIRE  
Phase of Operation: CLIMB - TO CRUISE

Findings  
1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: FIRE  
Phase of Operation: STANDING

## Factual Information

### Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last Medical Exam:	09/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	420 hours (Total, all aircraft), 370 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N9664D
Model/Series:	PA22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-6580
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-320
Registered Owner:	Robert S. Koon	Rated Power:	
Operator:	Robert S. Koon	Air Carrier Operating Certificate:	None

### Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:		Visibility	
Wind Speed/Gusts, Direction:		Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Canton, IL (CTK)	Type of Flight Plan Filed:	None
Destination:	Pontiac, IL (PNT)	Type of Clearance:	None
Departure Time:	CST	Type of Airspace:	

## Airport Information

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

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	Both
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor		

## Administrative Information

Investigator In Charge (IIC): John M Brannen Adopted Date: 02/28/2006

### Additional Participating Persons:

### Publish Date:

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**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](mailto: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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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.