



National Transportation Safety Board Aviation Accident Data Summary

Location:	Winslow, AZ	Accident Number:	ANC06LA021
Date & Time:	03/04/2006, 1445 MST	Registration:	N8322C
Aircraft:	Piper PA-32R-300	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The certificated private pilot, with one passenger, was on a cross-country personal flight under Title 14, CFR Part 91. Just after takeoff, when the airplane was about 200 feet above the ground, the engine began to run rough and lose power. Emergency procedures did not restore power, and the airplane collided with a barbed wire fence during an off-airport forced landing, sustaining substantial damage to the wings, fuselage, and empennage. The airplane was equipped with a recently installed factory-remanufactured Textron Lycoming IO-540 engine. Postaccident investigation revealed a grayish, soft, rubbery material partially blocking the ports of the fuel flow divider's metering pin. There was no debris discovered in the interior of the fuel injector servo, or in the fuel injector's inlet screen. According to a representative of Textron Lycoming, fuel system components on factory-remanufactured engines are shipped separately. It is the responsibility of the receiving maintenance technician to install the fuel system components on the engine, and ensure that no debris enters the fuel line or fuel flow divider during the installation process. A Safety Board senior metallurgist who examined the gray foreign material was unable to identify the source, but reported it consisted of agglomerations of smaller particles, consistent with a Teflon-like material. The Safety Board metallurgist also reported that the rubbery material was not consistent with fuel supply line material, and no additional debris was found inside the fuel line or within the fuel injector servo.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The presence of a foreign material/substance in the fuel system, which partially blocked the fuel flow divider, and resulted in a loss of engine power during takeoff-initial climb, and an emergency landing. A factor associated with the accident was unsuitable terrain for a forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM, FUEL FLOW DIVIDER/DISTRIBUTOR - BLOCKED(PARTIAL)
2. (C) FUEL SYSTEM - FOREIGN MATERIAL/SUBSTANCE

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING

Findings

4. OBJECT - FENCE

Pilot Information

Certificate:	Private	Age:	60
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2839 hours (Total, all aircraft), 1900 hours (Total, this make and model), 2464 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N8322C
Model/Series:	PA-32R-300	Engines:	1 Reciprocating
Operator:	Ronald D. Craig	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-540-KIA5D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	15 knots, 180°
Temperature:		Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Winslow, AZ (KINW)	Destination:	PALM SPRINGS, CA (KPSP)

Airport Information

Airport:	Winslow-Lindbergh Regional (KINW)	Runway Surface Type:	Asphalt
Runway Used:	22	Runway Surface Condition:	Dry
Runway Length/Width:	7499 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Adopted Date:	04/25/2007
Investigation Docket:	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 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.