



National Transportation Safety Board Aviation Accident Factual Report

Location:	Salt Lake City, UT	Accident Number:	SEA08CA004
Date & Time:	10/03/2007, 1057 MDT	Registration:	N8549F
Aircraft:	Piper PA 28-151	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

The pilot reported that he intended to go on a local area personal flight. He performed the preflight inspection in the hangar. He pulled the airplane out of the hangar, started the engine, and taxied to the runup area for runway 16. When he reached the runup area, he shut the engine down and retrieved two headsets from the airplane's baggage compartment. He returned to the cockpit and started the engine. He did not prime the engine because it had recently been running. The engine restarted with no apparent problems. As he turned to retrieve the pretakeoff checklist he felt heat on his face. He looked but did not see the source; however, the heat increased. As he looked out of the door he saw flames emanating from under the front of the engine cowling. Then, he pulled the mixture control to the lean position to shut down the engine and evacuate the airplane.

The Federal Aviation Administration accident coordinator examined the airplane. Fire damage was evident in the aft engine area, and the cockpit area was consumed. Examination of the gascolator showed that the fuel line fitting at the gascolator that connected the line to the fuel pump leaked. Based on a review of the logbooks, the accident coordinator stated that no recent maintenance had been performed on the fitting.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	63, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2	Last FAA Medical Exam:	04/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3548 hours (Total, all aircraft), 2400 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8549F
Model/Series:	PA 28-151	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	28-7715280
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:	Textron Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	Chailei Sales and Leasing	Rated Power:	
Operator:	Jack Butterfield	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SLC, 4607 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1053 MDT	Direction from Accident Site:	350°
Lowest Cloud Condition:	Few / 13000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	24 knots / 31 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	20° C / -2° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Salt Lake City, UT (U42)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	SLC Muni 2 Airport (U42)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	40.619444, -111.992778

Administrative Information

Investigator In Charge (IIC):	Kristi Dunks
Additional Participating Persons:	Mark Rushton; Federal Aviation Administration; Salt Lake City, UT
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .