



# National Transportation Safety Board Aviation Accident Final Report

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

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## Analysis

The airplane was consumed by fire following a re-start of the engine. The pilot stated that he had taxied to the run up area and shutdown the engine to retrieve items from the baggage compartment. He restarted the engine and shortly thereafter, felt heat and saw flames coming from the lower portion of the engine cowling. Post accident testing by the Federal Aviation Administration accident coordinator showed that the fuel line fitting from the gascolator to the fuel pump leaked. The source of ignition for the fire could not be determined. Based on a review of the logbooks, the Federal Aviation Administration accident coordinator stated that no recent maintenance had been performed on the fitting.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The leak at the fuel line fitting, which resulted in a fire during engine start.

## Findings

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Occurrence #1: FIRE  
Phase of Operation: STANDING - STARTING ENGINE(S)

### Findings

1. (C) FUEL SYSTEM,LINE FITTING - LEAK

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2	<b>Last FAA Medical Exam:</b>	04/01/2007
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8549F
<b>Model/Series:</b>	PA 28-151	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	28-7715280
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Textron Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	Chailei Sales and Leasing	<b>Rated Power:</b>	
<b>Operator:</b>	Jack Butterfield	<b>Operating Certificate(s) Held:</b>	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	Report Date:	12/20/2007
Additional Participating Persons:	Mark Rushton; Federal Aviation Administration; Salt Lake City, UT		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).