



# National Transportation Safety Board Aviation Accident Data Summary

|                                |                                   |                         |            |
|--------------------------------|-----------------------------------|-------------------------|------------|
| <b>Location:</b>               | Reserve, NM                       | <b>Accident Number:</b> | CEN10CA111 |
| <b>Date &amp; Time:</b>        | 02/01/2010, 1500 MDT              | <b>Registration:</b>    | N3565B     |
| <b>Aircraft:</b>               | PIPER PA-32R-301T                 | <b>Injuries:</b>        | 1 None     |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Ferry |                         |            |

## Analysis

During takeoff the pilot heard a "pop" noise followed by smoke in the cockpit. The pilot elected to continue the takeoff roll and return to the airport; during the downwind leg, the smoke became severe. The pilot was able to land the airplane safely. Examination of the airplane revealed that the engine, cowling, and firewall sustained fire damage. Additionally the inspection revealed that a fuel injector/line on the No. 5 cylinder was broken and had sprayed fuel onto the engine's turbocharger.

## Flight Events

Takeoff - Powerplant sys/comp malf/fail  
Takeoff - Fire/smoke (non-impact)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An in-flight fire due to a fuel leak from the No. 5 cylinder's broken fuel injector/line.

## Findings

Aircraft-Aircraft power plant-Engine fuel and control-Fuel distribution-Failure - C

## Pilot Information

|                                  |   |                              |          |
|----------------------------------|---|------------------------------|----------|
| <b>Certificate:</b>              | Airline Transport   | <b>Age:</b>                  | 71       |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land   | <b>Instrument Rating(s):</b> | Airplane |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Instructor Rating(s):</b> | None     |
| <b>Flight Time:</b>              | 28500 hours (Total, all aircraft), 29 hours (Total, this make and model), 25000 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft) |                              |          |

## Aircraft and Owner/Operator Information

|   |                                   |                             |                 |
|---|-----------------------------------|-----------------------------|-----------------|
| <b>Aircraft Manufacturer:</b>             | PIPER                             | <b>Registration:</b>        | N3565B          |
| <b>Model/Series:</b>                      | PA-32R-301T                       | <b>Engines:</b>             | 1 Reciprocating |
| <b>Operator:</b>                          | ZIA CONSULTING INC                | <b>Engine Manufacturer:</b> | LYCOMING        |
| <b>Air Carrier Operating Certificate:</b> | None                              | <b>Engine Model/Series:</b> | TIO-540 SER     |
| <b>Flight Conducted Under:</b>            | Part 91: General Aviation - Ferry |                             |                 |

## 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: | 5 knots, 220°             |
| Temperature:                     |                                  | Visibility                   | 10 Miles                  |
| Precipitation and Obscuration:   | No Obscuration; No Precipitation |                              |                           |
| Departure Point:                 | Reserve, NM (T16)                | Destination:                 | New Philadelphi, OH (PHD) |

## Airport Information

|                      |                       |                           |  |
|----------------------|-----------------------|---------------------------|--|
| Airport:             | Reserve Airport (T16) | Runway Surface Type:      |  |
| Runway Used:         | N/A                   | Runway Surface Condition: |  |
| Runway Length/Width: |                       |                           |  |

## Wreckage and Impact Information

|                     |        |                     |             |
|---------------------|--------|---------------------|-------------|
| Crew Injuries:      | 1 None | Aircraft Damage:    | Substantial |
| Passenger Injuries: | N/A    | Aircraft Fire:      | In-Flight   |
| Ground Injuries:    | N/A    | Aircraft Explosion: | None        |

## Administrative Information

|                               |   |               |            |
|-------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | Craig Hatch   | Adopted Date: | 05/28/2010 |
| Note:                         | This accident report documents the factual circumstances of this accident as described to the NTSB.                             |               |            |
| Investigation Docket:         | <a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75332">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75332</a> |               |            |

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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.

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