



National Transportation Safety Board Aviation Accident Final Report

Location:	JUNCTION, TX	Accident Number:	FTW86LA029
Date & Time:	12/29/1985, 1630 CST	Registration:	N27842
Aircraft:	PIPER PA-31-325	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 Minor, 5 None
Flight Conducted Under: Part 91: General Aviation - Personal			

Analysis

DURING INITIAL CLIMB AFTER TAKEOFF THE PILOT NOTICED OIL STREAMING OUT FROM THE OIL FILLER ACCESS DOOR ON THE RIGHT ENGINE COWLING. HE ELECTED TO CONTINUE CLIMBING AND MAKE A TEAR DROP TURN BACK TO THE AIRPORT AND LAND IN THE OPPOSITE DIRECTION FROM WHICH HE HAD DEPARTED. HE ANNOUNCED HIS INTENTIONS ON UNICOM RADIO. ANOTHER PILOT RESPONDED THAT HE WAS PRESENTLY ON THE RUNWAY BUT WOULD CLEAR IT AS SOON AS POSSIBLE. THE SUBJECT PILOT THEN DECIDED TO MAKE A GO AROUND. DURING THIS TIME THE RIGHT FRONT SEAT PASSENGER STATED HE OBSERVED FLAMES IN THE RIGHT ENGINE COWL. THE PILOT SHUT DOWN THE ENGINE AND FEATHERED THE PROPELLER. HE ADDED FULL POWER TO THE LEFT ENGINE AND RETRACTED THE LANDING GEAR AND FLAPS. HE WAS UNABLE TO MAINTAIN ALTITUDE AND DECIDED TO MAKE A FORCED LANDING STRAIGHT AHEAD IN AN OPEN FIELD. HE HAD TO PULL UP ONCE TO AVOID A POWER LINE AND MANEUVER TO AVOID AN ANTENNA. HE MADE A SUCCESSFUL FORCED LANDING AND ALL OCCUPANTS EXITED. THE FLAMES QUICKLY SPREAD AND THE AIRCRAFT WAS CONSUMED BY GROUND FIRE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) LUBRICATING SYSTEM - OPEN
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. (C) FLUID,OIL - LOSS,PARTIAL
 4. (C) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FIRE
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (C) REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
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Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/01/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3200 hours (Total, all aircraft), 420 hours (Total, this make and model), 3005 hours (Pilot In Command, all aircraft), 142 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N27842
Model/Series:	PA-31-325 PA-31-325	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31-7912055
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	10/15/1985, Annual	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1490 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540-F2BD
Registered Owner:	W. D. NORTON	Rated Power:	325 hp
Operator:	W. D. NORTON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16 ° C
Precipitation and Obscuration:			
Departure Point:	JUNCTION, TX (JCT)	Type of Flight Plan Filed:	None
Destination:	PHOENIX, AZ (PHX)	Type of Clearance:	None
Departure Time:	1630 CST	Type of Airspace:	Class D

Airport Information

Airport:	KIMBLE CO. (JCT)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor, 5 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	T. D MCFALL	Report Date:	
Additional Participating Persons:	JERRY VIRDEN; SAN ANTONIO, TX		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).