

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 10:15 AM	DATE 02/01/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Donald Lee Byrne		ROUTING	
		SYMBOL OAG	INITIALS
SUBJECT N3659Z Accident KGED 1/28/17			
DIGEST Mr. Byrne, was the Pilot on N3659Z, a Piper PA-22-150. S/N 22-7556. Prior to Take off he checked the oil, performed a visual inspection of the engine compartment and did a pre take off run. no defects were noted. He took off using runway 28 from Delaware Coastal Airport (KGED). As he climbed and reached 1400 feet, he noticed smoke coming from behind the instrument panel area first and then from the glareshield panel area. The smoke was very thick and "toxic". but no "electrical" smell to it. The cockpit became engulfed with smoke and Mr. Byrne was unable to breathe or see out the window. He opened the vent door on the side to get some air and proceeded to look for the runway to land. As he went back to flying the aircraft, he noticed flames by his feet and legs. He also noted that he had lost altitude. He applied power to climb again and head towards the runway. As he approached the runway, pieces of the headliner started to fall on his head, causing burns to his skin and eye. After clearing his face, Mr. Byrne was able to see the runway once again and "sideslipped" the aircraft to land. After he touched down, he pulled the mixture and throttle to off and shut down the engine. He then pulled on the brake handle. The aircraft did not stop when the brake handle was pulled. At that point, he unbuckled his seat belt harness and jumped off.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE	

DIGEST (CONT)

The aircraft continued to roll down the runway and eventually veered off into the grass field left of the runway. When the aircraft came to rest, the fire had spread throughout the aircraft.