



Aviation Investigation Final Report

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|--------------------------------|---------------------------------|-------------------------|-------------|
| Location: | LIBERAL, Kansas | Accident Number: | CHI91DCQ09 |
| Date & Time: | September 14, 1991, 13:10 Local | Registration: | N9123E |
| Aircraft: | Hispano Aviacion HA200 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91F: Special flt ops. | | |

Analysis

THE ACCIDENT AIRPLANE EXPERIENCED AN IN-FLIGHT FIRE WHILE PERFORMING A FLIGHT DEMONSTRATION. THE PILOT PERFORMED AN EMERGENCY LANDING ON THE AIRPORT. EXAMINATION OF THE AIRPLANE AFTER THE ACCIDENT DISCLOSED A DISCONNECTED IGNITER PLUG ON THE LEFT ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A DISCONNECTED IGNITION HARNESS RESULTING IN AN INFLIGHT FIRE DURING MANEUVERING FLIGHT.

Findings

Occurrence #1: FIRE
Phase of Operation: MANEUVERING

Findings
1. (C) IGNITION SYSTEM,IGNITION HARNESS - DISCONNECTED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

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|----------------------------------|--|--|------------------|
| Certificate: | Airline transport; Commercial | Age: | 43, Male |
| Airplane Rating(s): | None | Seat Occupied: | Front |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Unknown Valid Medical--no waivers/lim. | Last FAA Medical Exam: | January 24, 1991 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------|---------------------------------------|-------------|
| Aircraft Make: | Hispano Aviacion | Registration: | N9123E |
| Model/Series: | HA200 HA200 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Experimental (Special) | Serial Number: | 20/69 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | March 2, 1991 Annual | Certified Max Gross Wt.: | 6000 lbs |
| Time Since Last Inspection: | | Engines: | 2 Turbo jet |
| Airframe Total Time: | | Engine Manufacturer: | TURBOMECA |
| ELT: | | Engine Model/Series: | UNK |
| Registered Owner: | DAVID VANLIERE | Rated Power: | |
| Operator: | DAVID VANLIERE | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | LBL ,2887 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 18:53 Local | Direction from Accident Site: | 1° |
| Lowest Cloud Condition: | Clear | Visibility | 20 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 230° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 28°C / -18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | |
| Departure Time: | 00:00 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|---------|
| Airport: | LIBERAL KS LBL | Runway Surface Type: | Asphalt |
| Airport Elevation: | 2887 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 17 | IFR Approach: | None |
| Runway Length/Width: | 7101 ft / 150 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|------------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | Both in-flight and on-ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC): Unruh, Jerry

Additional Participating Persons:

Original Publish Date: May 3, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=14816>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).