



Aviation Investigation Final Report

Location:	Wellington, Kansas	Accident Number:	CEN10LA287
Date & Time:	May 31, 2010, 22:00 Local	Registration:	N1821P
Aircraft:	Piper PA-22-135	Aircraft Damage:	Destroyed
Defining Event:	Fire/smoke (non-impact)	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that he had made two touch-and-go landings. As he applied power to take off, the airplane "would not accelerate." He stopped the airplane on the runway and the engine quit. He used the primer and attempted to restart the engine. His passenger then noticed a fire under the instrument panel. Both occupants evacuated the airplane. Fire inspectors examined the airplane but were unable to determine either the origin or cause of the fire, but it was noted that the most intense portion of the fire was in the cabin area. The pilot held a student pilot certificate that expired in 2004. He did not hold a valid Federal Aviation Administration medical certificate and refused to complete the NTSB Operator Aircraft Accident/Incident Report form.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A fire of undetermined cause that originated in the airplane's cabin.

Findings

Not determined	(general) - Unknown/Not determined
Personnel issues	Qualification/certification - Pilot

Factual Information

History of Flight

Standing-engine(s) start-up	Fire/smoke (non-impact) (Defining event)
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On May 31, 2010, approximately 2200 central daylight time, a Piper PA-22-135, N1821P, registered to and operated by the pilot, was destroyed when it caught fire during engine start at Wellington Municipal Airport (EGT), Wellington, Kansas. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91 without a flight plan. The pilot sustained minor injuries, and the passenger was uninjured. The local flight originated at Cook Airfield, Inc., (K50), Derby, Kansas, approximately 2115.

The pilot told a Federal Aviation Administration (FAA) inspector that they had flown over from Derby and had made two touch-and-go landings at Wellington. As he applied power to take off, the airplane "would not accelerate." He stopped the airplane on the runway and the engine quit. He used the primer and attempted to restart the engine. His passenger then noticed a fire under the instrument panel. Both occupants evacuated the airplane.

The pilot refused to complete NTSB Form 6120.1/2, Pilot/Operator Aircraft Accident Report. According to the FAA inspector, the pilot held a student pilot certificate that expired in 2004. He did not hold a valid FAA medical certificate. The pilot said he had approximately 170 hours total time, most of which were in the Piper PA-22-135.

Fire inspectors from the City of Wellington, Kansas, examined the airplane but were unable to determine either the origin or cause of the fire, but it was noted that the most intense portion of the fire was in the cabin area.

Pilot Information

Certificate:	None	Age:	38, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 170 hours (Total, all aircraft), 170 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1821P
Model/Series:	PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-2601
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 18, 2009 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	73 Hrs	Engines:	1
Airframe Total Time:	2241 Hrs at time of accident	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	Joseph E. Gibfried	Rated Power:	
Operator:	Joseph E. Gibfried	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	ICT,1333 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	21:53 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:	Few / 4600 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 22000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	24°C / 19°C
Precipitation and Obscuration:			
Departure Point:	Derby, KS (K50)	Type of Flight Plan Filed:	None
Destination:	Derby, KS (K50)	Type of Clearance:	None
Departure Time:	21:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Wellington Municipal EGT	Runway Surface Type:	Asphalt
Airport Elevation:	1273 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4200 ft / 100 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	37.324443,-97.387222

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Michael J Baker; FAA Flight Standards District Office; Wichita, KS
Original Publish Date:	December 20, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=76189

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](#).