



National Transportation Safety Board

Aviation Accident Final Report

Location:	GARFIELD, WA	Accident Number:	SEA84FA031
Date & Time:	01/02/1984, 1140 PST	Registration:	N6081Q
Aircraft:	Piper 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:		Part 91: General Aviation - Business	

Analysis

THE ACFT WAS FORCED TO LAND ON A ROAD DUE TO A FIRE IN THE LEFT WING. DURING THE INVESTIGATION OF THE ACCIDENT IT WAS FOUND THAT THE LEFT TURBOCHARGER HAD BEEN REMOVED AND REINSTALLED SEVERAL TIMES. A CLAMP ON THE TURBOCHARGER EXHAUST WAS IMPROPERLY INSTALLED AND NOT ALIGNED PROPERLY. THIS ALLOWED HOT GASES TO BE DIVERTED AND BLOW ON THE FIREWALL AND MELT AFUEL LINE WHICH STARTED THE FIRE.

Probable Cause and Findings

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

Findings

Occurrence #1: FIRE

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) EXHAUST SYSTEM,CLAMP - IMPROPER
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PERSONNEL
3. (C) FUEL SYSTEM,LINE - BURNED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

4. (F) LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/14/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9103 hours (Total, all aircraft), 3250 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 106 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6081Q
Model/Series:	601P 601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P075180633
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	05/23/1983, Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	60 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4814 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIO-540
Registered Owner:	HERNANDO CARDONA	Rated Power:	350 hp
Operator:	RAMOS CONSTRUCTION COMPANY INC	Operating Certificate(s) Held:	

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:	Partial Obscuration / 5500 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C / -14°C
Precipitation and Obscuration:			
Departure Point:	SPOKANE, WA (GEG)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1105 PST	Type of Airspace:	Class A

Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used:	IFR Approach:
Runway Length/Width:	VFR Approach/Landing: Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WALLACE L STRIPLING	Report Date:
Additional Participating Persons:		
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/ .	

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.

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](#).