

FACTS of LOSS

On the 18th of November a Certified Flight Instructor (CFI) and a student pilot from Piston2Jet Flight School in Manassas, Virginia were scheduled in Archer N8129M for a training flight in the 0700-0830 time slot.

After an engine preheat and preflight, the CFI and student pilot manned the aircraft. The CFI conducted the start procedures, and tried multiple times according to his statement. He also pumped the throttle. With the last attempt, he noticed white smoke coming from the front of the aircraft. He exited the aircraft with the fire extinguisher and expended the fire extinguisher into the engine intake. This did not stop the white smoke, so the CFI went back to tell the student to secure the engine and get out of the airplane. By the time the fire department arrived, the airplane was ablaze.

From the first signs of white smoke to visible roaring flame was 5 minutes as shown in the tower tape provided by Manassas Air Operations. The investigation is in the final stages according to conversations with the FAA and the NTSB.

Post flame wreckage inspection on the flight line and corroborated with FAA Inspector analysis and CFI statements the multiple attempts to start the airplane caused an electrical arcing starting a fire that was fed by fuel due to the fact that the engine was not properly secured in accordance with the POH procedures for smoke/fire on start. The mixture was not shut off, the throttle was not opened and the fuel selector was not rotated to the off position. The ignition was turned off, and the keys were left in the ignition. Due to excessive fire damage, the position of the

electric fuel pump switch and the master power switch could not be determined.

Neither the CFI or the student pilot stated they shut off these switches.

The aircraft is in Hangar E-1 at KHEF, Manassas Airport in Manassas, VA. The airplane has not been released by the NTSB and remains in the state of destruction from the 18th of November fire.

Submitted,



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