



National Transportation Safety Board Aviation Accident Final Report

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| Location: | JESSUP, GA | Accident Number: | ATL82FA052 |
| Date & Time: | 02/10/1982, 1745 EST | Registration: | N8299F |
| Aircraft: | CESSNA 401 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 5 None |

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

AFTER REACHING A CRUISE ALTITUDE OF 9500 FEET THE PILOT NOTICED SMOKE COMING OUT OF THE LEFT ENGINE COWLING. HE THEN PROCEEDED TO REDUCE THE LEFT THROTTLE BUT WAS UNABLE TO MOVE THE LEVER. ACCORDING TO THE PILOT THE FIRE WAS EXTINGUISHED WHEN THE LEFT FUEL SELECTOR WAS TURNED OFF BUT RELIT ABOUT 3 MINUTES LATER. DURING THE EMERGENCY DESCENT THAT FOLLOWED ALL ELECTRICAL POWER WAS LOST AND THE COPILOT WAS INSTRUCTED TO CRANK DOWN THE LANDING GEAR. DURING LANDING ROLL THE LEFT GEAR COLLAPSED AS THE WING CONTINUED TO BURN. ENGINE EXAMINATION REVEALED THAT THE FUEL PRESSURE RETURN LINE LOCATED ON THE FIREWALL WAS FINGER TIGHT. THE OTHER FITTING WAS SECURE AND THE MAINTENANCE MANUAL CALL FOR 30-40 INCH-POUNDS OF TORQUE ON THAT FITTING. THE PILOT DID NOT FOLLOW APPROVED EMERGENCY PROCEDURES FOR AN INFLIGHT WING OR ENGINE 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: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,LINE FITTING - LOOSE
2. (C) MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - EMERGENCY

Findings

4. (F) ELECTRICAL SYSTEM - FAILURE,TOTAL

Occurrence #4: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|------------|
| Certificate: | Airline Transport | Age: | 33, Male |
| Airplane Rating(s): | Multi-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 03/30/1981 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 11104 hours (Total, all aircraft), 222 hours (Total, this make and model), 9009 hours (Pilot In Command, all aircraft), 148 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N8299F |
| Model/Series: | 401 401 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | | Serial Number: | 401-0246 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 6300 lbs |
| Time Since Last Inspection: | 83 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | 4800 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | | Engine Model/Series: | TSIO-520E |
| Registered Owner: | SPIRIT OF THE SOUTH | Rated Power: | 300 hp |
| Operator: | SPIRIT OF THE SOUTH | Operating Certificate(s) Held: | |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | AMG, 0 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1800 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 15 Miles |
| Lowest Ceiling: | Unknown / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 90° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 59° C / 0° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | VALDOSTA, GA | Type of Flight Plan Filed: | None |
| Destination: | SAVANNAH, GA | Type of Clearance: | None |
| Departure Time: | 0000 | Type of Airspace: | |

Airport Information

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|----------------------|-----------------|---------------------------|-----------------|
| Airport: | WAYNE COUNTY | Runway Surface Type: | Asphalt |
| Airport Elevation: | 0 ft | Runway Surface Condition: | Dry |
| Runway Used: | 28 | IFR Approach: | |
| Runway Length/Width: | 3800 ft / 50 ft | VFR Approach/Landing: | Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 4 None | Aircraft Fire: | In-Flight and On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | In-Flight and On-Ground |
| Total Injuries: | 5 None | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|------------|
| Investigator In Charge (IIC): | Report Date: | 02/10/1983 |
| 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.nts.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](#).