



National Transportation Safety Board Aviation Accident Final Report

Location:	LUCERNE VALLEY, CA	Accident Number:	LAX87DUG01
Date & Time:	11/02/1986, 1000 PST	Registration:	N70FM
Aircraft:	AERO COMMANDER 520	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING A PLEASURE FLT, THE PLT REPORTED THAT THE RIGHT ENGINE CAUGHT ON FIRE. THE PLT MADE A LANDING ON DRY LAKE BED AND DISEMBARKED FROM THE PLANE EXAMINATION OF THE WRECKAGE REVEALED THAT THE PATH OF THE LANDING ROLL SHOWED NO SIGNS OF MELTED METAL OR DEBRI. THERE WAS A LARGE FUEL STAIN VISIBLE AROUND THE REMAINS OF THE RIGHT WING, RIGHT ENGINE AND RIGHT COWLING. THE ENGINE COMPONENTS AND ACCESSORIES SHOWED MODERATE HEAT DISTRESS WITH NO EVIDENCE OF A BLOW TORCH EFFECT. THE RIGHT WING FUEL SUMP DRAIN VALVE WAS LOCATED INSIDE A CUP OF MELTED ALUMINUM AND WAS IN THE OPEN POSITION.

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: STANDING

Findings

1. (F) FUEL SYSTEM, DRAIN - OPEN
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/10/1986
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	700 hours (Total, all aircraft), 200 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N70FM
Model/Series:	520 520	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	147
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/20/1986, Annual	Certified Max Gross Wt.:	6750 lbs
Time Since Last Inspection:	10 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	GO-435-C2
Registered Owner:	JACK R. MATISON	Rated Power:	265 hp
Operator:	JACK R. MATISON	Operating Certificate(s) Held:	None

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:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	CORONA, CA (L66)	Type of Flight Plan Filed:	None
Destination:	CORONA, CA (L66)	Type of Clearance:	None
Departure Time:	0930 PST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	R. C MORTON	Report Date:	
Additional Participating Persons:	DANIEL ALLISON; RIVERSIDE, CA		
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 pubinquiry@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](#).