

Brief of Accident (Continued)

CEN12FA290
File No. 31597

05/11/2012

Chanute, KS

Aircraft Reg No. N9DM

Time (Local): 16:30 CDT

been thoroughly checked as outlined in the airplane flight manual. A review of applicable airworthiness directives found that, in comparison with similar combustion heater units, there is no calendar time limit that would require periodic inspection of the accident unit. In addition, there is no guidance or instruction to disable the heater such that it could no longer be activated in the airplane if the heater was not airworthy.

Updated at Sep 5 2013 2:27PM

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OCCURRENCES

Enroute-cruise - Miscellaneous/other
Enroute-cruise - Emergency descent initiated
Enroute-cruise - Fire/smoke (non-impact)
Landing - Collision during takeoff/land

FINDINGS

Aircraft-Aircraft systems-Air conditioning system-Heating system-Malfunction - C
Personnel issues-Action/decision-Info processing/decision-Understanding/comprehension-Pilot - F
Organizational issues-Management-Policy/procedure-Adequacy of policy/proc-FAA/Regulator - F

Findings Legend: (C) = Cause, (F) = Factor

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

The malfunction of the cabin heater, which resulted in an inflight fire and smoke in the airplane. Contributing to the accident was the pilot's lack of understanding concerning the status of the airplane's heater system following and earlier overheat event and risk of its continued use. Also contributing were the inadequate inspection criteria for the cabin heater.