



National Transportation Safety Board Aviation Accident Final Report

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| Location: | CYNTHIANA, KY | Accident Number: | ATL88FA158 |
| Date & Time: | 04/29/1988, 1230 EDT | Registration: | N300W |
| Aircraft: | BEECH E18S | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

THE PLT WAS REPOSITIONING THE AIRPLANE FROM AN ON-DEMAND AIR TAXI FREIGHT FLIGHT. HE WAS EN ROUTE FROM ROCHESTER, NY TO HUNTSVILLE, AL WITH A PLANNED REFUEL STOP AT LOUISVILLE, KY. NEAR FALMOUTH, KY HE CHANGED HIS DESTINATION TO LEXINGTON 'DUE TO A DEVELOPING ENGINE PROBLEM'. HE SAW THE AIRPORT AT CYNTHIANA AND ELECTED TO LAND THERE. WHILE ON DOWNWIND, HE NOTED THE LEFT ENGINE COWLING TURNING BLACK AND ON BASE NOTED FLAMES FROM THE LEFT ENGINE. HE REPTD SHUTTING THE ENGINE DOWN AND FEATHERING THE PROPELLER BUT DID NOT ACTIVATE THE FIRE EXTINGUISHER. DURING THE LANDING ROLL, THE AIRPLANE DEPARTED THE RUNWAY TO THE RIGHT, AND COLLIDED WITH THE AIRPORT WIND 'T', A POLE AND A 'T' HANGAR. POST ACC INVESTIGATION REVEALED THAT THE LEFT PROP WAS NOT FEATHERED AND THE FUEL WAS NOT SHUT OFF. THE LEFT BRAKE WAS INEFFECTIVE DUE TO FIRE DAMAGE. THE EVIDENCE INDICATED THAT THE FIRE BEGAN IN THE VICINITY OF THE LEFT ENGINE ACCESSORY SECTION. THE SPECIFIC FUEL SOURCE OF THE FIRE WAS NOT IDENTIFIED.

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: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. 1 ENGINE
 2. (C) FLUID,FUEL - LEAK
 3. (F) FIRE EXTINGUISHING EQUIPMENT - NOT USED - PILOT IN COMMAND
 4. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. (F) LANDING GEAR,NORMAL BRAKE SYSTEM - BURNED
6. OBJECT - AIRPORT FACILITY
7. OBJECT - POLE
8. OBJECT - BUILDING(NONRESIDENTIAL)

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Flight Instructor; Commercial; Private | Age: | 24, 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 2 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 12/31/1987 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 1800 hours (Total, all aircraft), 900 hours (Total, this make and model), 1310 hours (Pilot In Command, all aircraft), 123 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|--------------------------|
| Aircraft Make: | BEECH | Registration: | N300W |
| Model/Series: | E18S E18S | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | BA 92 |
| Landing Gear Type: | Retractable - Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | 03/15/1988, Annual | Certified Max Gross Wt.: | 9600 lbs |
| Time Since Last Inspection: | 73 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | 9048 Hours | Engine Manufacturer: | P&W |
| ELT: | Installed, not activated | Engine Model/Series: | R-985-14B |
| Registered Owner: | AERO TAXI ROCKFORD INC. | Rated Power: | 450 hp |
| Operator: | AERO-TAXI-ROCKFORD, INC. | Operating Certificate(s) Held: | On-demand Air Taxi (135) |
| Operator Does Business As: | | Operator Designator Code: | CGYA |

Meteorological Information and Flight Plan

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|----------------------------------|---------------------|---|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | LEX, 980 ft msl | Distance from Accident Site: | 25 Nautical Miles |
| Observation Time: | 1150 EDT | Direction from Accident Site: | 222° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 11 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 290° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 15° C / 0° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | ROCHESTER, NY (ROC) | Type of Flight Plan Filed: | IFR |
| Destination: | LEXINGTON, KY (LEX) | Type of Clearance: | IFR |
| Departure Time: | 0929 EDT | Type of Airspace: | Class G |

Airport Information

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|----------------------|------------------------------|---------------------------|--|
| Airport: | CYNTHIANA HARRISON CO. (018) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 722 ft | Runway Surface Condition: | Dry |
| Runway Used: | 29 | IFR Approach: | None |
| Runway Length/Width: | 3200 ft / 75 ft | VFR Approach/Landing: | Full Stop; Precautionary Landing; Traffic Pattern |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|---|--------------|------------|
| Investigator In Charge (IIC): | WALTER G STINER | Report Date: | 01/16/1990 |
| Additional Participating Persons: | P C MESSINA; LOUISVILLE, KY | | |
| Publish Date: | | | |
| Investigation Docket: | NTSB accident and incident docket 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/ . | | |

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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](#).