



National Transportation Safety Board Aviation Accident Final Report

Location:	GLENDALE, AZ	Accident Number:	LAX91LA235
Date & Time:	06/01/1991, 0830 MST	Registration:	N145C
Aircraft:	BEECH B95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT REPORTED HE DID NOT ENSURE THAT THE AIRPLANE'S RIGHT WING FUEL CAP HAD BEEN LOCKED FOLLOWING REFUELING. WHEN THE PILOT AND HIS PILOT RATED PASSENGER WERE ON THEIR TAKEOFF ROLL THE PASSENGER OBSERVED FUEL SPILLING ON THE RIGHT WING. THE PILOT ABORTED THE TAKEOFF AND SHUT DOWN THE RIGHT ENGINE TO ALLOW THE PASSENGER TO SECURE THE CAP. WHEN THE RIGHT ENGINE WAS RESTARTED AN EXPLOSION AND FIRE OCCURRED ON THE RIGHT WING. THE OCCUPANTS EXITED THE AIRPLANE WITH ITS ENGINE RUNNING. WHEN THE AIRPLANE STARTED ROLLING TOWARD BYSTANDERS AND PARKED AIRPLANES, THE PILOT GRABBED ONTO ITS TAIL AND REDIRECTED IT INTO A POLE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO SECURE THE FUEL CAP DURING HIS PREFLIGHT INSPECTION. AS A RESULT, FUEL LEAKED OUT OF THE WING TANK ONTO THE WING AND IGNITED DURING THE ENGINE START PROCEDURES.

Findings

Occurrence #1: FIRE
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (C) FUEL SYSTEM,CAP - NOT SECURED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (F) FLUID,FUEL - LEAK
4. (F) WING - FIRE

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/27/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	681 hours (Total, all aircraft), 123 hours (Total, this make and model), 610 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N14SC
Model/Series:	B95-B55 B95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	TC-720
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470L
Registered Owner:		Rated Power:	260 hp
Operator:	JON A. STEVENS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GEU, 1066 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1530 MST	Direction from Accident Site:	1°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Overcast / 16000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	0830 MST	Type of Airspace:	

Airport Information

Airport:	GLENDALE MUNICIPAL (GEU)	Runway Surface Type:	N/A
Airport Elevation:	1066 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wayne Pollack	Report Date:	05/07/1993
Additional Participating Persons:	PAUL TEXTER; SCOTTSDALE, AZ		
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/ .		

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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](#).