



National Transportation Safety Board Aviation Accident Final Report

Location:	NEWBERN, NC	Accident Number:	ATL85LA087
Date & Time:	02/01/1985, 1030 EST	Registration:	N640K
Aircraft:	BEECH B-80	Aircraft Damage:	Substantial
Defining Event:		Injuries:	8 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

PILOT EXPERIENCED LEFT ENGINE FIRE AT CRUISE. EMERGENCY PROCEDURES COMPLETED, EXTINGUISHING THE FIRE. LEFT NACELLE SUSTAINED SUBSTANTIAL DAMAGE, PREVENTING DETERMINATION OF FIRE ORIGIN.

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

Findings

1. ENGINE ASSEMBLY - FIRE
2. (C) ENGINE ASSEMBLY - UNDETERMINED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/09/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10727 hours (Total, all aircraft), 1923 hours (Total, this make and model), 10523 hours (Pilot In Command, all aircraft), 115 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N640K
Model/Series:	B-80 B-80	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	60-430
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	08/15/1984, Annual	Certified Max Gross Wt.:	8800 lbs
Time Since Last Inspection:	151 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4888 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IGSO540-B1AID
Registered Owner:	PIEDMONT BEACH FLYERS INC	Rated Power:	380 hp
Operator:	PIEDMONT BEACH FLYERS INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	EWN, 19 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1030 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 10000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20° C / 17° C
Precipitation and Obscuration:			
Departure Point:	WINSTON-SALEM, NC	Type of Flight Plan Filed:	IFR
Destination:	NEWBERN, NC	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class D

Airport Information

Airport:	NEWBERN	Runway Surface Type:	Asphalt
Airport Elevation:	3 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	Visual
Runway Length/Width:	600 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	
Additional Participating Persons:	JOHN WOOS; WINSTON-SALEM, NC		
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](#).