



National Transportation Safety Board Aviation Accident Final Report

Location:	COVINGTON, KY	Accident Number:	ATL84LA091
Date & Time:	02/02/1984, 0156 EST	Registration:	N402EX
Aircraft:	CESSNA 404	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

A FIRE IGNITED IN THE RIGHT ENGINE ON THE LANDING ROLL. THE FIRE SOURCE WAS NEAR THE POINT WHERE THE FUEL SUPPLY LINE CONNECTS TO THE ENGINE DRIVEN FUEL PUMP. THE ACFT WAS ON ITS FIRST REVENUE FLIGHT AFTER THE RIGHT ENGINE WAS CHANGED, ATWHICH TIME THE FLEXIBLE FUEL & OIL HOSES WERE NOT CHANGED. PART OF THE FUEL HOSE WAS HARDENED & TWO CRACKS WERE FOUND IN THE RUBBER LINER. FUEL STREAMED FROM THE LINE WHEN THE BOOST PUMP WAS ACTIVATED. IT WAS DETERMINED THAT THE 'B' NUT AT THE FUEL PUMP MAY NOT HAVE BEEN SECURELY TIGHTENED AT THE INSTALLATION.

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: LANDING - ROLL

Findings

1. (C) FUEL SYSTEM,LINE FITTING - LOOSE
2. (F) MAINTENANCE,MAJOR REPAIR - NOT FOLLOWED - COMPANY MAINTENANCE PERSONNEL
3. (C) FUEL SYSTEM,LINE - CRACKED
4. (C) FUEL SYSTEM,LINE - IMPROPER

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/26/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	17000 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N402EX
Model/Series:	404 404	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	404-0421
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	12/27/1983, Continuous Airworthiness	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	1 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4608 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO-520M
Registered Owner:	P.OB. LEASING CO.	Rated Power:	375 hp
Operator:	VIKING EXPRESS, INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	CVG, 891 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0150 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 3000 ft agl	Visibility	8 Miles
Lowest Ceiling:	Overcast / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	21 knots / 31 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7°C / 3°C
Precipitation and Obscuration:			
Departure Point:	CHICAGO, IL (MDW)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2330 CST	Type of Airspace:	Class D

Airport Information

Airport:	GREATER CINCINNATI (CVG)	Runway Surface Type:	Asphalt
Airport Elevation:	891 ft	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	
Runway Length/Width:	9501 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
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):	STINER G WALTER	Report Date:	
Additional Participating Persons:			
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](#).