



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Columbus, OH	<b>Accident Number:</b>	CEN14LA239
<b>Date &amp; Time:</b>	05/09/2014, 1537 EDT	<b>Registration:</b>	N718MV
<b>Aircraft:</b>	CESSNA 525C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fire/smoke (non-impact)	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The multi-engine turboprop airplane was substantially damaged when the left engine experienced an uncontained fire during engine start. After being alerted to the fire by ground crewmembers, the flight crew shut down both engines and egressed the airplane. At the time of engine start, the airplane was subject to gusting crosswinds up to 24 knots. The aircraft flight manual specified a maximum allowable crosswind component of 19 knots during ground starts. The accident is consistent with a disruption of airflow through the engine due to the crosswind, which resulted in an engine fire.

## Probable Cause and Findings

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

The flight crew's decision to attempt an engine start in conditions that exceeded the engine's maximum allowable ground start crosswind component limitation.

## Findings

### Aircraft

<b>Personnel issues</b>	Incorrect action selection - Flight crew (Cause)
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## Factual Information

On May 9, 2014, about 1537 eastern daylight time, a Cessna 525C multi-engine turboprop airplane, N718MV, was substantially damaged during an engine start at Rickenbacker International Airport (LCK), Columbus, Ohio. The two crewmembers and two passengers were not injured. The airplane was registered to Foxy Air 2009 LLC; Columbus, Ohio, and was being operated by Capital City Jet Center, Inc.; Columbus, Ohio. Day visual meteorological conditions (VMC) prevailed at the time of the accident and an instrument flight rules (IFR) flight plan had been filed for the 14 Code of Federal Regulations Part 135 on-demand passenger flight. At the time of the accident the airplane was preparing to depart LCK for a flight to Bolton Field Airport (TZR), Columbus, Ohio.

The airplane was parked on the ramp and oriented on a heading of 325 degrees true with the main cabin door shut and the right engine operating. The flight crew had initiated a start sequence on the left engine when witnesses outside the airplane notified them of a fire in the left engine. The flight crew then shut down both engines, closed the left firewall shutoff, activated the fire bottle, and all four occupants evacuated through the main cabin door. The fire continued to burn and was extinguished by aircraft rescue and fire fighting (ARFF) crews who arrived quickly. The fire resulted in substantial damage to empennage, and the left engine pylon. The rear of the left engine cowling was mostly consumed.

At 1535, the official surface weather observation site at LCK, reported wind from 210 degrees true at 19 knots, gusting to 27 knots, visibility of 10 miles, temperature 25 degrees Celsius (C), dew point 12 degrees C, and an altimeter setting of 29.87 inches of Mercury.

A standard headwind/crosswind component chart for the reported surface wind shown above revealed a tailwind component of 8 to 11 knots (steady wind/gusts respectively), and a crosswind component of 17 to 24 knots (steady wind/gusts respectively).

According to the Federal Aviation Administration approved Airplane Flight Manual, page 2-210-7, the airplane had a maximum allowable tailwind component ground start limitation of 19 knots and a maximum allowable crosswind component ground start limitation of 19 knots.

The engine was removed from the wreckage and examined. The thermally damaged elastomer stator insert assembly in the engine was repaired and the engine was operated in an engine test cell. The engine was started two times using the FADEC from the accident aircraft. The tests verified that both FADEC channels and igniters operated normally. During the test cell engine run a timed acceleration check from ground idle to takeoff power also verified that the engine operated within the allowable specifications. A postaccident examination of the airplane revealed no evidence of any preimpact mechanical malfunctions or failures that would have prevented normal operations.

## History of Flight

Prior to flight	Preflight or dispatch event
Standing-engine(s) start-up	Fire/smoke (non-impact) (Defining event) Attempted remediation/recovery
Standing-engine(s) shutdown	Evacuation
Other	Fire/smoke (post-impact)

## Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	05/02/2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	04/28/2014
Flight Time:	(Estimated) 8125 hours (Total, all aircraft), 1450 hours (Total, this make and model), 7776 hours (Pilot In Command, all aircraft), 128 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Other Flight Crew Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	04/18/2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 1341 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N718MV
Model/Series:	525C	Aircraft Category:	Airplane
Year of Manufacture:	2011	Amateur Built:	No
Airworthiness Certificate:	Commuter	Serial Number:	525C0041
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	03/06/2014, AAIP	Certified Max Gross Wt.:	17230 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	740 Hours at time of accident	Engine Manufacturer:	WILLIAMS
ELT:	C126 installed, not activated	Engine Model/Series:	FJ 44-4A
Registered Owner:	FOXY AIR 2009 LLC	Rated Power:	3600 lbs
Operator:	CAPITAL CITY JET CENTER INC	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	CAPITAL CITY JET CENTER INC	Operator Designator Code:	YMHA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KLCK, 744 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1935 UTC	Direction from Accident Site:	342°
Lowest Cloud Condition:	Few / 4000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 27 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	25° C / 12° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Columbus, OH (KLCK)	Type of Flight Plan Filed:	IFR
Destination:	Columbus, OH (KTZR)	Type of Clearance:	IFR
Departure Time:	EDT	Type of Airspace:	Class D

## Airport Information

Airport:	Rickenbacker (KLCK)	Runway Surface Type:	N/A
Airport Elevation:	744 ft	Runway Surface Condition:	Dry
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	39.815833, -82.932500 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Thomas Latson	<b>Report Date:</b>	12/12/2016
<b>Additional Participating Persons:</b>	Lee Thiel; FAA Columbus FSDO; Columbus, OH Peter J Basile; Cessna - Textron; Wichita, KS Troy Lewis; Williams International; Commerce Township, MI		
<b>Publish Date:</b>	12/12/2016		
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89207">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89207</a>		

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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](#).