



# Aviation Investigation Final Report

<b>Location:</b>	RICHMOND, Virginia	<b>Accident Number:</b>	BF090LA009
<b>Date &amp; Time:</b>	November 10, 1989, 09:45 Local	<b>Registration:</b>	N4897J
<b>Aircraft:</b>	BEECH C33	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

JUST AFTER TAKEOFF, WHILE CLIMBING THROUGH 1,000 FEET, THE PLT BEGAN TO SMELL SMOKE IN THE COCKPIT. AFTER ATTEMPTING TO CONTACT ATC TO RETURN TO LAND, THE PLT SHUT DOWN THE ELECTRICAL SYSTEM. HE STATED THAT HE SAW FLAME COMING FROM THE INSTRUMENT PANEL AND THAT THE SMOKE WORSENER. AN EMERGENCY LANDING WAS MADE AT THE RICHMOND INTERNATIONAL AIRPORT. THE PLT EVACUATED THE ACFT ON THE RWY AND THE INTERIOR TO THE ACFT AND THE INSTRUMENT PANEL WERE DESTROYED BY FIRE AND HEAT BY TIME THE FLAMES WERE EXTINGUISHED. INSPECTION OF THE ACFT DISCLOSED A CRACKED FUEL LINE WHICH RAN TO THE FUEL FLOW INDICATOR ON THE INSTRUMENT PANEL. THIS LINE WAS CRACKED IN THE AREA OF THE CABIN LIGHT RHEOSTAT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CRACKED FUEL FLOW INDICATOR FUEL LINE WHICH ALLOWED FUEL TO COME IN CONTACT WITH ELECTRICAL COMPONENTS OF THE INSTRUMENT PANEL WHICH RESULTED IN A FIRE.

### Findings

Occurrence #1: FIRE  
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) FUEL SYSTEM,LINE - CRACKED
2. (C) FUEL SYSTEM,LINE - LEAK
3. FUSELAGE,INSTRUMENT/ELECTRICAL PANEL - FIRE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 18, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 25 hours (Total, this make and model), 7650 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N4897J
<b>Model/Series:</b>	C33 C33	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	CD1079
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3050 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470-K
<b>Registered Owner:</b>	JULIAN C PETTS, JR.	<b>Rated Power:</b>	225 Horsepower
<b>Operator:</b>	JULIAN C. PETTS, JR.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	CARTERSVILLE , VA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:40 Local	<b>Type of Airspace:</b>	Restricted area

## Airport Information

<b>Airport:</b>	RICHMOND INT'L RIC	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	168 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10000 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	In-flight
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.510986,-77.270355(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kleckner, Pamela
<b>Additional Participating Persons:</b>	D HUNTER; RICHMOND , VA
<b>Original Publish Date:</b>	June 22, 1992
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=11567">https://data.nts.gov/Docket?ProjectID=11567</a>

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