



Aviation Investigation Final Report

Location:	MYRTLE BEACH, South Carolina	Accident Number:	MIA00LA079
Date & Time:	January 31, 2000, 16:27 Local	Registration:	N14VU
Aircraft:	Beech D50E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that after landing, all four fuel tanks were filled. He performed a preflight to the airplane and started both engines with no discrepancies noted. While taxiing to takeoff he performed a flight control check of the ailerons and while looking at the left aileron, he noted discoloration of the paint on the upper wing surface outboard of the engine nacelle. He requested fire rescue assistance from the ground controller and taxied to an open area of the ramp, where he secured the airplane. After exiting the airplane he noted fire at the outboard fuel tank vent that was leaking fuel. He discharged a hand held fire extinguisher he obtained from the airplane and nearly extinguished the fire. The airport fire rescue then responded and extinguished the fire using only water. According to the airport fire department incident report, vented fuel ignited by exhaust manifold was cited as the 'preliminary cause' of the fire.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The on-ground fire caused by fuel flowing out the fuel vent and near the exhaust of the left engine resulting in the on-ground fire and substantial damage to the airplane. A finding in the investigation was that all four fuel tanks had been filled before the pilot started the engines for the flight.

Findings

Occurrence #1: FIRE
Phase of Operation: TAXI

Findings

1. REFUELING - PERFORMED - FBO PERSONNEL

Factual Information

On January 31, 2000, about 1627 eastern standard time, a Beech D50E, N14VU, registered to a private individual, experienced a fire at the left wing while taxiing to takeoff at Myrtle Beach International Airport, Myrtle Beach, South Carolina. Visual meteorological conditions prevailed at the time and an instrument flight rules flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged and the airline transport-rated pilot, the sole occupant, was not injured. The flight was originating at the time of the accident.

The pilot stated that after landing following a 4.8 hour block time flight, all four fuel tanks were filled. He performed a preflight to the airplane and started both engines with no discrepancies noted. While taxiing to takeoff he performed a flight control check of the ailerons and while looking at the left aileron, he noted discoloration of the paint on the upper wing surface outboard of the engine nacelle. He requested fire rescue assistance from the ground controller and taxied to an open area of the ramp, where he secured the airplane. After exiting the airplane he noted fire at the outboard fuel tank vent which was leaking fuel. He discharged a hand held fire extinguisher he obtained from the airplane and nearly extinguished the fire. The airport fire rescue then responded and extinguished the fire using only water.

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Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 1, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	18000 hours (Total, all aircraft), 500 hours (Total, this make and model), 17000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N14VU
Model/Series:	D50E D50E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	DH-326
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 3, 1999 Annual	Certified Max Gross Wt.:	7600 lbs
Time Since Last Inspection:	7 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4787 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-720
Registered Owner:	JOSEPH G. FABICK	Rated Power:	400 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	JGF FARMS	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MYR ,25 ft msl	Distance from Accident Site:	
Observation Time:	16:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MYR)	Type of Flight Plan Filed:	IFR
Destination:	STUART , FL (SUA)	Type of Clearance:	None
Departure Time:	16:27 Local	Type of Airspace:	Class C

Airport Information

Airport:	MYRTLE BEACH INT'L MYR	Runway Surface Type:	
Airport Elevation:	25 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.690311,-78.89035(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	ROBERT W SWITTER; W. COLUMBIA , SC
Original Publish Date:	March 9, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48569

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).