



Aviation Investigation Final Report

Location:	COVINGTON, Kentucky	Accident Number:	ATL84LA091
Date & Time:	February 2, 1984, 01:56 Local	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 INTHE 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):	Single-engine land; Multi-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:	April 26, 1983
Occupational Pilot:	Yes	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:	
Airworthiness Certificate:	Normal	Serial Number:	404-0421
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	December 27, 1983 Continuous airworthiness	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	1 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4608 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO-520M
Registered Owner:	P.OB. LEASING CO.	Rated Power:	375 Horsepower
Operator:	VIKING EXPRESS, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	CVG ,891 ft msl	Distance from Accident Site:	
Observation Time:	01:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 3000 ft AGL	Visibility	8 miles
Lowest Ceiling:	Overcast / 3000 ft AGL	Visibility (RVR):	
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:	Light - None - Rain		
Departure Point:	CHICAGO , IL (MDW)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	23:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	GREATER CINCINNATI CVG	Runway Surface Type:	Asphalt
Airport Elevation:	891 ft msl	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:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.999572,-84.579063(est)

Administrative Information

Investigator In Charge (IIC): Walter, Stiner

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6411>

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](#).