



Aviation Investigation Final Report

Location:	Happy, Texas	Accident Number:	DFW07CA125
Date & Time:	June 2, 2007, 10:57 Local	Registration:	N53377
Aircraft:	Cessna A188B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The commercial pilot reported that he was flying his single-engine agricultural airplane approximately 300-feet above ground level when he smelled "hot wiring." He then saw smoke in the cockpit, and saw flames underneath the trailing edge of the right wing. The pilot made a precautionary landing on a county road, and exited the airplane normally. An FAA inspector examined the airplane. A review of photographs taken by the inspector revealed that the left wing and fuselage were consumed by fire, and the engine cowling had thermal damage. The mid-section of the right wing and tip of the elevator sustained thermal damage. This damage appeared to be heavy sooting, paint blistering, and metal deformation, consistent with an in-flight fire. However, the origin of the in-flight fire could not be determined. The pilot reported to the FAA inspector, who responded to the operator's facility, that the airplane's maintenance records were aboard the airplane at the time of the mishap, and according to the pilot, they were destroyed in the fire.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An in-flight fire while maneuvering for an undetermined reason.

Findings

Occurrence #1: FIRE
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

The 12,044-hour commercial pilot reported that he was flying his single-engine agricultural airplane approximately 300-feet above ground level when he smelled "hot wiring." He then saw smoke in the cockpit and visually observed flames underneath the trailing edge of the right wing. The pilot made a precautionary landing on a county road, and exited the airplane normally. An FAA inspector examined the airplane. A review of several photographs taken by the inspector revealed that the left wing and fuselage were consumed by fire, and the engine cowling exhibited thermal damage as well. The mid-section of the right wing and tip of the elevator sustained thermal damage. This damage appeared to be heavy sooting, paint blistering, and metal deformation, consistent with an in-flight fire. However, the origin of the in-flight fire could not be determined. The pilot reported to the FAA inspector, who responded to the operator's facility, reported that the airplane's maintenance records were aboard the airplane at the time of the mishap, and according to the pilot, they were destroyed in the fire. The weather at the time of the accident was reported as few clouds, 10 miles visibility, and wind from 310 degrees at 7 knots.

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	April 1, 2007
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	April 1, 2006
Flight Time:	12044 hours (Total, all aircraft), 8490 hours (Total, this make and model), 360 hours (Last 90 days, all aircraft), 115 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N53377
Model/Series:	A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18801796T
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	July 1, 2006 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	300 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6000 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO 520
Registered Owner:	Dudley McNeill	Rated Power:	300 Horsepower
Operator:	Dudley McNeill	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	Y3DG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAMA	Distance from Accident Site:	
Observation Time:	10:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 800 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	20°C / 15°C
Precipitation and Obscuration:			
Departure Point:	Wayside, TX (6TE7)	Type of Flight Plan Filed:	None
Destination:	(6TE7)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	

Airport Information

Airport:	McNeill Ranch Airport 6TE7	Runway Surface Type:	Gravel
Airport Elevation:		Runway Surface Condition:	
Runway Used:	35	IFR Approach:	Unknown
Runway Length/Width:	4000 ft / 34 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	Both in-flight and on-ground
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Gordon Morris; Lubbock, texas
Original Publish Date:	July 25, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=65910

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](#).