

7. OPERATOR NAME

FLORIDA AVIATION CAREER TRAINING

16. POWER PLANT MAKE/MODEL/SERIES

LYCOMING 0-320 SERIES N/A

33. NARRATIVE

ON FEBRUARY 22 APPROXIMATELY 2000 LOCAL TIME INSTRUCTOR PILOT LANDED WITH STUDENT ON RUNWAY 13, SAINT AUGUSTINE (SGJ). THEY WERE RETURNING FROM A TRAINING FLIGHT IN N41618. UPON TAXIING OFF THE RUNWAY THEY NOTICED THE ENGINE HAD STOPPED. INSTRUCTOR INFORMED ATC THAT THEY WERE HAVING DIFFICULTY AND WOULD CALL THEM WHEN READY TO TAXI. INSTRUCTOR ATTEMPTED TO RESTART THE AIRPLANE. AFTER ATTEMPTING TO RESTART THE STUDENT NOTICED SMOKE FROM NEAR THE ENGINE COMPARTMENT. INSTRUCTOR QUICKLY TURNED EVERYTHING OFF AND STUDENT AND INSTRUCTOR EXITED THE AIRPLANE. INSTRUCTOR CALLED 911 AND INFORMED THEM OF THE EMERGENCY. THERE WAS NO FIRE EXTINGUISHER IN THE AIRPLANE. THE FIRST EMERGENCY PERSONNEL TO ARRIVE WAS A POLICEMAN WITH A SMALL FIRE EXTINGUISHER WHICH HE QUICKLY USED; BY THIS TIME THE ENGINE HAD BEEN BURNING FOR 10-15 MINUTES. WHEN THE FIRE DEPARTMENT ARRIVED THEY PUT THE SMALL REMAINING FIRE OUT. NEITHER ONE OF THE OCCUPANTS WAS INJURED IN THE EVENT.

43. BRIEF EXPLANATION OF ISSUES INVOLVED

AFTER LANDING ENGINE STOPPED, INSTRUCTOR ATTEMPTED TO RE-START ENGINE UNSUCCESSFULLY. A FIRE WAS INITIATED IN THE ENGINE COMPARTMENT AND OCCUPANTS EXITED THE AIRCRAFT. NO FIRE EXTINGUISHER WAS INSTALLED IN THE AIRCRAFT AT THIS TIME. FIRST RESPONDERS EXTINGUISHED THE FIRE WITH A PORTABLE EXTINGUISHER. FROM THE INITIAL TIME FIRE WAS NOTED UNTIL EXTINGUISHED, 15 MINUTES HAD PASSED. THE FIRE DEPARTMENT ARRIVED ON SCENE AND SECURED THE AIRCRAFT. AIRCRAFT WAS MOVED TO HANGAR. INSPECTION OF AIRCRAFT REVEALED EXTENSIVE DAMAGE TO THE AREA FORWARD OF THE FIREWALL AND THE FIREWALL ITSELF DUE TO HEAT. IT WAS CONCLUDED THAT THE FIRE WAS INITIATED BY THE CARBURETOR, MOST LIKELY BY EXCESS FUEL AND ENGINE BACKFIRE COMBINATION. THE ENGINE COWLING FIBERGLASS SECTIONS WERE BURN AND MELTED. ALL COMPONENTS MADE OF PLASTIC AND/OR LIGHT MATERIAL WAS BURN. ELECTRICAL WIRE INSULATION WAS BURNED. HOSES WERE DESTROYED. ENGINE CASING SHOWED SIGNS OF OVERHEATING. PROPELLER SPINNER WAS DAMAGED AND THE PROPELLER CENTER AREA SHOWED SIGNS OF EXCESSIVE HEAT DAMAGE. INSPECTION OF AIRCRAFT MAINTENANCE LOGBOOKS REVEALED THAT THIS AIRCRAFT HAD EXPERIENCED A SIMILAR FIRE SEVERAL YEARS AGO BUT THE FIRE WAS PUT OUT

BY USING A PORTABLE FIRE EXTINGUISHER THAT WAS AVAILABLE AT THE TIME. MANUFACTURER PILOT OPERATING AND FLIGHT MANUALS REVIEW REVEALED THAT ENGINE FIRES DURING START ARE USUALLY THE RESULT OF OVERPRIMING. IN CONCLUSION IT IS BELIEVE THE FIRE WAS STARTED BY THE PROCESS OF RE-STARTING THE ENGINE WHILE IT WAS HOT. THE COMBINATION OF HOT ENGINE, EXCESS FUEL FUMES IN THE CARBURETOR AND ANY BACKFIRE OF THE ENGINE AS STATED IN THE MANUFACTURER PILOT OPERATING AND FLIGHT MANUALS.

44. FAA IIC INFORMATION: NAME

ANTONIO GONZALEZ-SANTIAGO