



National Transportation Safety Board Aviation Accident Final Report

Location:	New Orleans, LA	Accident Number:	FTW01LA067
Date & Time:	02/03/2001, 0910 CST	Registration:	N190WC
Aircraft:	British Aerospace HS.125-700A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot-in-command (PIC) stated that they were flying at 4,000 feet msl over Lake Pontchartrain when the flight crew heard a bang. The pilots thought that they had experienced a bird strike, and they landed uneventfully at New Orleans. Post flight examination of the left wing revealed that the left wing's fuel vent was blocked with duct tape, and the wet wing fuel tank had collapsed. The fuel tank stringers and the wing ribs sustained structural damage. The PIC stated that the fuel tanks had been repaired and pressure tested prior to the flight. The PIC added that after the pressure test, the mechanic, who repaired the fuel tank, removed the tape from the right wing's fuel vent; however, both the mechanic and the flight crew failed to notice the duct tape over the left wing's fuel vent. The flight crew stated that there were no streamers or markers present to indicate that the fuel tank vent was covered with duct tape.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot-in-command's inadequate preflight inspection, which resulted in a flight with a blocked fuel tank vent. A contributing factor was maintenance personnel's failure to remove the tape covering the fuel tank vent following a pressure test.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: DESCENT - NORMAL

Findings

1. (F) FUEL SYSTEM, VENT - BLOCKED (TOTAL)
2. (F) MAINTENANCE, PRESSURIZING - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Factual Information

On February 03, 2001, at 0910 central standard time, a British Aerospace HS.125-700A turbojet airplane, N190WC, was substantially damaged when its left wing fuel tank compressed and the left wing distorted during a normal descent into New Orleans, Louisiana. The airplane was registered to and operated by Walker Aviation, Inc., of Jackson, Mississippi. The airline transport pilot-in-command (PIC), the airline transport second-in-command (SIC), and the jump seat passenger were not injured. Visual meteorological conditions prevailed and an instrument flight rules flight plan was filed for the 14 Code of Federal Regulations Part 91 business flight. The flight originated from Jackson, Mississippi, at 0830, and was destined for New Orleans.

During a telephone interview conducted by the NTSB investigator-in-charge, the PIC stated that they were flying at 4,000 feet msl over Lake Pontchartrain, Louisiana, when the flight crew heard a bang. The pilots thought that they had experienced a bird strike, and they landed the airplane uneventfully at New Orleans Lakefront Airport.

Post flight examination of the left wing revealed that the left wing's fuel vent was blocked with duct tape, and the wet wing fuel tank had collapsed. The PIC stated that the fuel tanks had been repaired and pressure tested prior to the flight. The PIC added that after the pressure test, the mechanic, who repaired the fuel tank, removed the tape from the right wing's fuel vent; however, both the mechanic and the flight crew failed to notice the duct tape over the left wing's fuel vent. The flight crew stated that there were no streamers or markers present to indicate that the fuel tank vent was covered with duct tape.

According to one of the FAA inspectors, who examined the airplane, the fuel tank stringers and the wing's ribs sustained structural damage.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Flight Engineer	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
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:	01/08/2001
Occupational Pilot:		Last Flight Review or Equivalent:	04/13/2000
Flight Time:	19210 hours (Total, all aircraft), 3278 hours (Total, this make and model), 15049 hours (Pilot In Command, all aircraft), 74 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/24/2000
Occupational Pilot:		Last Flight Review or Equivalent:	07/03/2000
Flight Time:	9600 hours (Total, all aircraft), 1850 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	British Aerospace	Registration:	N190WC
Model/Series:	HS.125-700A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	NA0329
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	02/01/2001, Continuous Airworthiness	Certified Max Gross Wt.:	25500 lbs
Time Since Last Inspection:	0.5 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	8203.8 Hours at time of accident	Engine Manufacturer:	Airesearch
ELT:	Installed, not activated	Engine Model/Series:	TFE-731-3R-1H
Registered Owner:	Walker Aviation, Inc.	Rated Power:	3700 lbs
Operator:	Walker Aviation, Inc.	Operating Certificate(s) Held:	None
Operator Does Business As:	Walker Aviation	Operator Designator Code:	NONE

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	NEW, 9 ft msl	Distance from Accident Site:	
Observation Time:	0853 CST	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.37 inches Hg	Temperature/Dew Point:	7°C / -3°C
Precipitation and Obscuration:			
Departure Point:	JACKSON, MS (JAN)	Type of Flight Plan Filed:	IFR
Destination:	New Orleans, LA (NEW)	Type of Clearance:	IFR
Departure Time:	0830 CST	Type of Airspace:	Class C

Airport Information

Airport:	New Orleans Lakefront (NEW)	Runway Surface Type:	Unknown
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:	UNK	IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Nicole L Charnon	Report Date:	07/30/2001
Additional Participating Persons:	Richard Gordon; FAA; Baton Rouge, LA Mary Donahue; FAA; Baton Rouge, LA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).