



National Transportation Safety Board Aviation Accident Data Summary

Location:	New Orleans, LA	Accident Number:	FTW01LA067
Date & Time:	02/03/2001, 0910 CST	Registration:	N190WC
Aircraft:	British Aerospace HS.125-700A	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

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Flight Engineer	Age:	56
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
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
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Turbo Fan
Operator:	Walker Aviation, Inc.	Engine Manufacturer:	Airesearch
Operating Certificate(s) Held:	None	Engine Model/Series:	TFE-731-3R-1H
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	NEW, 9 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	9 knots / , 70°
Temperature:	7°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	JACKSON, MS (JAN)	Destination:	New Orleans, LA (NEW)

Airport Information

Airport:	New Orleans Lakefront (NEW)	Runway Surface Type:	Unknown
Runway Used:	UNK	Runway Surface Condition:	Unknown
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Nicole L Charnon	Adopted Date:	07/30/2001
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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