

Attachment 10

to Operational Factors / Human Performance Group Chairman's Factual Report

DCA00MA005

Subject: Learjet N47BA—Statement of Lear Captain William F. Schwab

Date: 25 October 1999

On Saturday 23 October 1999, I flew N47BA as a Safety Pilot and Instructor for an FAA Lear Jet type rating for Luigi Aiello, a Learjet Transition student. We were scheduled for a 10 a.m. departure for a training flight which was to be followed by the FAA check ride at 12 noon in St. Augustine, FL. When I arrived at Sunjet's office, the plane we were scheduled to take was still in maintenance having a mod valve replaced. We delayed the training flight until the maintenance was completed.

After the maintenance was completed, I was asked by Dan Cox, Maintenance Technician, to assist with power runs to check the mod valve that had been replaced. The run ups were completed and no discrepancies were noted in regard to the mod valve replacement.

I then proceed to complete normal pre-flight and run up procedures with the transition student. Luigi had specifically asked about the aircraft's oxygen system. I then reviewed this information in full detail including operational checks. Everything was working normally. We proceeded to fly to St. Augustine to meet the FAA examiner for the check ride.

On the way to St. Augustine we discovered an avionics problem with the VOR information being displayed on the pilot's HSI. This made the aircraft unacceptable to use for the check ride. Mr. Aiello did complete his oral examination and elected to re-schedule his check ride.

The flight to and from St. Augustine was flown at altitudes of 12,000 and 13,000 feet. The bleed air and pressurization systems were operating normally. Sea level cabin pressure was selected with normal differential indicated.

Upon returning to Sanford, I advised the Avionics Technician of the problems with the HSI and VOR display. The Technician proceeded to check out and repair the problems. I checked on the problem approximately one hour later and was advised the repairs were completed.

There were no other maintenance discrepancies noted.

Respectfully submitted,

William F. Schwab