

# Aircraft Incident Report

N804ST / Texarkana Arkansas / May 23, 2016

At 2252 hours and at FL430 on a flight from Perryville, Missouri (KK02) to San Antonio, Texas (KSAT) and in the vicinity of DeQueen Airport in Arkansas (KDEQ) while on an IFR flight plan and in night VMC conditions, the Cessna Citation 501SP aircraft suffered a rapid decompression of the cabin. Within 20 seconds the aircraft lost all cabin pressurization and the cabin altitude climbed from 8,000 feet and 8.5 psid to ambient altitude and 0 psid. After commanding a rapid descent all occupants lost consciousness. The pilot regained consciousness and control of the aircraft at 7,000 feet and subsequently made an uneventful landing at Texarkana Arkansas (KTXK) at 2213 hours.

Upon inspection of the aircraft after landing it was determined that the primary pressurization duct into the cabin had become uncoupled at a flexible joint near the water separator preventing pressurized air inflow into the cabin via the normal air source(s). Secondary failure of the bleed air duct butterfly safety valve to shutoff the outflow of the existing cabin pressure allowed all pressurization of the cabin to rapidly deplete.

In the ensuing descent and in uncontrolled flight, the aircraft experienced an overload condition which permanently deformed both wings at mid-span. Visible wrinkles in the wing in this area are visible however the integrity of the fuel cell remained intact and all flight controls functioned normally.

The aircraft description is:

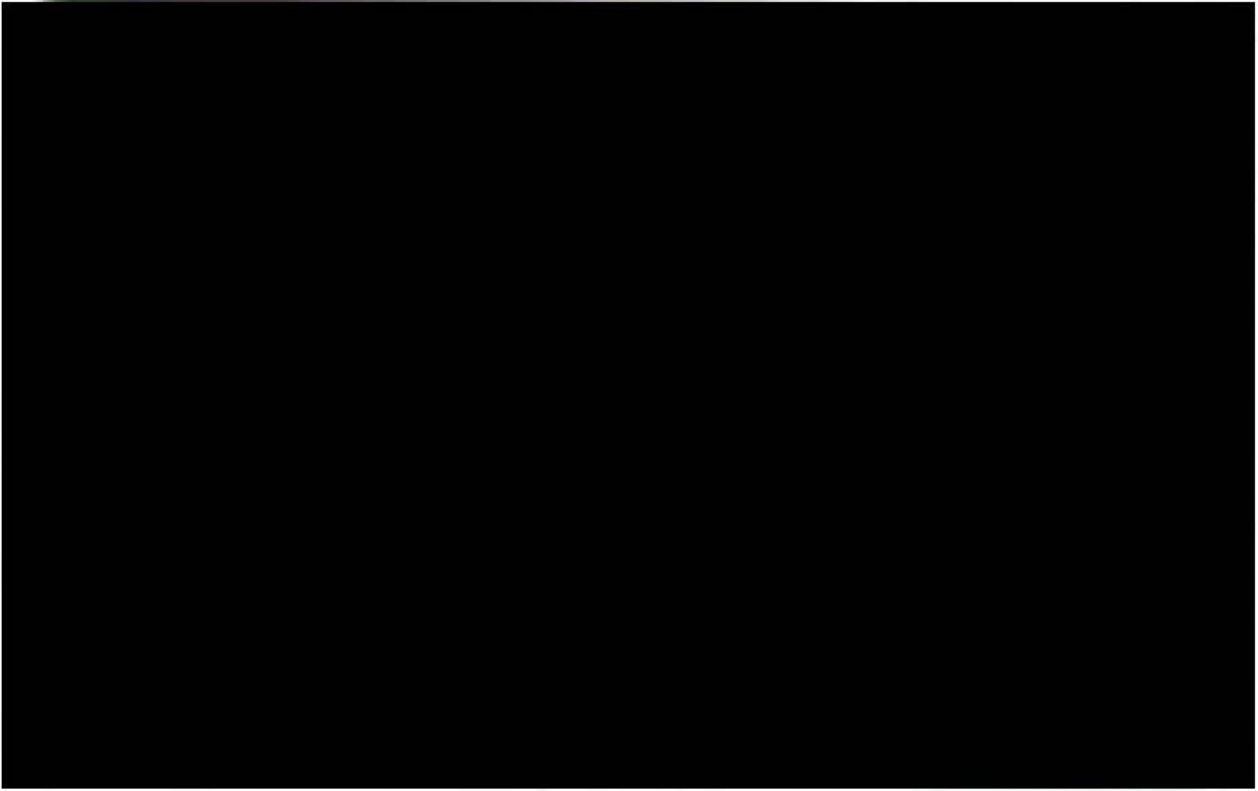
Make: Cessna  
Model: 501SP  
Serial Number: 501-0146  
Registration: N804ST  
Engines: Williams International FJ44-2A

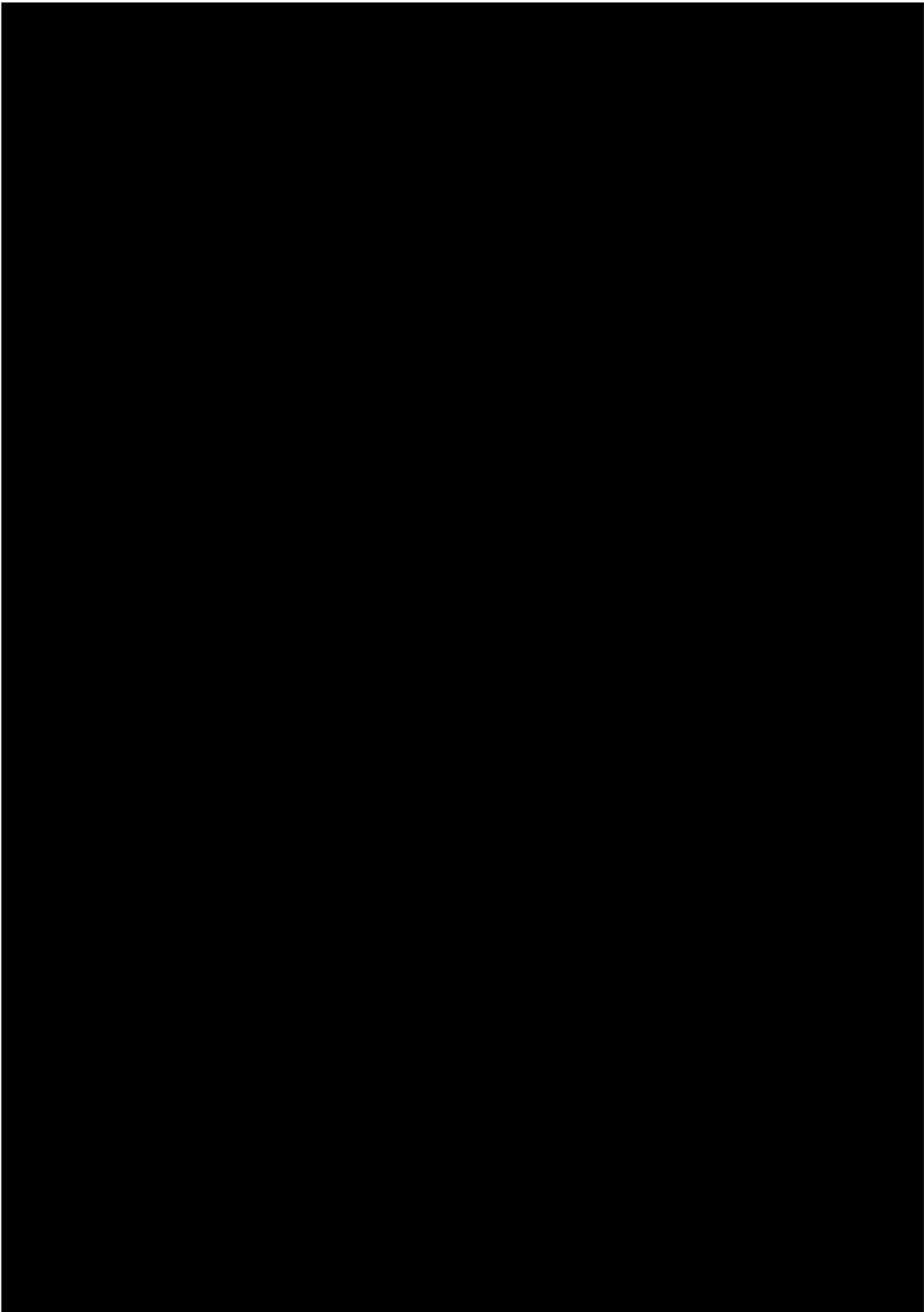
This aircraft had previously been modified with 3 STC approvals significant to this event.

- Sierra Eagle Wing Modification done IAW STC 732NW changing the shape of the wing from the fuselage to mid-span for improved aerodynamics and greater fuel capacity.
- Sierra Engine Modification done IAW STC STO9559AC substituting the original Pratt & Whitney JT15D-1A engines with the Williams International FJ44-2A engines for better performance and economics.
- Garrett Aviation (now Standard Aero) upgrade of the cockpit flight control displays to Rockwell Collins Proline 21 IAW STC SA02076CH-D.

Flight Crew description is:

Pilot's Name: Mark Thomas Huffstutler  
Address: [REDACTED]  
Airman's Certificate: ATP License [REDACTED] with CE500 series type rating  
Medical Certificate: 2<sup>nd</sup> Class issued August 27, 2015  
FAR Currency: FAR 61.56 – May 11, 2016  
FAR 61.58 – CE500 series Nov 15, 2014, CE525 series Nov 1, 2015





I certify that Mr. Mark Huffstutler, pilot certificate number [REDACTED] satisfactorily completed CE-500 single pilot exemption training in accordance with FAA Exemption #10004 including differences training for the CE-500, CE-550 and CE-560 on 15 Nov 2014. All requirements of a Part 61.58 flight review were concurrently met.

[REDACTED]  
Anthony J. Cirincione DPE/PPE [REDACTED]

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I certify that Mr. Mark Huffstutler, holder of pilot certificate [REDACTED] has satisfactorily completed a Pilot Proficiency Check IAW 14 CFR Part 61.58 in a CE-525 on 1 November 2015.

[REDACTED]  
Anthony J Cirincione DPE [REDACTED] Exp 10/2017

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# COMPETENCY CARD

Mark Huffstutler

has demonstrated competence to serve as pilot in command of

Hawker 400XP

Consistent with the standards of proficiency prescribed by Federal Aviation Regulations which exceed the requirements of Section 61.56 and 61.58.



AIRMAN CERTIFICATE NUMBER:



EXPIRES: 5/31/2017

Date of Check 5/11/2016

A/C Reg # N400XP

PPE #  Exp 9/30/2016

Examiner Jason A. Cominsky 