



Aviation Investigation Final Report

Location:	WALNUT RIDGE, Arkansas	Accident Number:	FTW93LA131
Date & Time:	April 16, 1993, 17:15 Local	Registration:	N554GA
Aircraft:	HISPANO AVIACION HA-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE WAS IN CRUISE FLIGHT WHEN THE PILOT NOTED A RIGHT WING HEAVY CONDITION. HE ATTEMPTED TO CORRECT THE CONDITION BY TURNING THE AIR PRESSURE VALVE FROM BOTH TIP TANKS TO THE RIGHT TIP TANK. AFTER 10 TO 15 MINUTES, THE PROBLEM WAS NOT RESOLVED AND A PRECAUTIONARY LANDING WAS MADE. DURING THE LANDING ROLL, THE LATERAL BALANCE LIMITS COULD NOT BE MAINTAINED BY THE PILOT AND THE RIGHT WING TANK STRUCK THE GROUND. THE WIND WAS GUSTING BETWEEN 20 TO 35 KNOTS AT THE TIME, ACCORDING TO THE PILOT. THE AIRPLANE VEERED TO THE RIGHT AS CONTROL WAS LOST. THE LANDING GEAR COLLAPSED BEFORE THE AIRPLANE CAME TO REST. A SMALL FIRE STARTED AFTER THE PILOT AND HIS PASSENGER EXITED THE AIRPLANE. TESTING WAS ACCOMPLISHED ON THE COMPONENTS FOR THE FUEL SYSTEM UNDER THE DIRECTION OF THE FAA. THE RESULTS OF THE TESTS REVEALED AN INOPERATIVE RIGHT WING BLEED AIR CHECK VALVE. IT WAS FOUND CORRODED WITH THE PLUNGER AND SPRING STUCK

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A CORRODED BLEED AIR CHECK VALVE AND SUBSEQUENT FAILURE OF THE RIGHT WING'S FUEL TRANSFER SYSTEM. A FACTOR WAS THE UNFAVORABLE WIND

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) BLEED AIR SYSTEM, VALVE - CORRODED
2. (C) FUEL SYSTEM, TRANSFER PUMP - INOPERATIVE
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: LANDING - ROLL

Findings

4. (F) WEATHER CONDITION - UNFAVORABLE WIND
5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

6. LANDING GEAR - COLLAPSED

Factual Information

On April 16, 1993, at approximately 1715 central daylight time, a Hispano Aviacion HA 200 multiengine turbojet airplane, N554GA, was substantially damaged during landing at Walnut Ridge Regional Airport, Walnut Ridge, Arkansas. Neither the private pilot nor his passenger were injured. Visual meteorological conditions prevailed for the personal flight.

The pilot had departed from Grain Valley, Missouri, and was en route to Gadsden, Alabama, when he noted that the airplane's right wing felt heavy, according to his statement to the FAA inspector. Corrective measures did not resolve the problem. He elected to land at Walnut Ridge Regional Airport as a precaution. He stated that during the landing roll he had to use both hands to hold the control stick in the full left position. He also reported that the wind was gusting from 20 up to 35 knots. The right wing tip struck the runway's surface resulting in a loss of control. The airplane veered off the runway followed by the landing gear collapsing, and a post accident fire.

Under the direction of the FAA, the fuel system's components were examined and tested. The right wing's bleed air check valve was found corroded with the plunger and spring stuck making it inoperative, according to the FAA.

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 17, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2036 hours (Total, all aircraft), 26 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HISPANO AVIACION	Registration:	N554GA
Model/Series:	HA-200 HA-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	20/72
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	March 1, 1993 AAIP	Certified Max Gross Wt.:	7385 lbs
Time Since Last Inspection:	26 Hrs	Engines:	2 Turbo jet
Airframe Total Time:	972 Hrs	Engine Manufacturer:	TURBOMECA
ELT:	Not installed	Engine Model/Series:	MARBOREII.3
Registered Owner:	CHINNERY, ROBERT G.	Rated Power:	880 Lbs thrust
Operator:	CHINNERY, ROBERT G.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRAIN VALLEY , MO (3GV)	Type of Flight Plan Filed:	None
Destination:	GADSDEN , AL (GAD)	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	WALNUT RIDGE ARG	Runway Surface Type:	Asphalt
Airport Elevation:	275 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.059082,-90.949317(est)

Administrative Information

Investigator In Charge (IIC):	Wall, Ray
Additional Participating Persons:	BYRON GLASS; LITTLE ROCK , AR
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18730

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).