



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	COLUMBIA, MO	<b>Accident Number:</b>	BFO90MA023
<b>Date &amp; Time:</b>	01/30/1990, 2205 CST	<b>Registration:</b>	G0B0B
<b>Aircraft:</b>	Hawker Siddeley HS.125-35	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 1 Serious, 1 Minor

**Flight Conducted Under:** Part 91F: Special Flt Ops.

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## Analysis

THE ACFT WAS EN ROUTE AT 31,000 FT, WHEN THE LOW PRESSURE FUEL FILTER WARNING LIGHT ILLUMINATED. THE PLT DIVERTED TOWARD COLUMBIA, MO, BUT BEFORE REACHING COLUMBIA, BOTH ENGINES LOST POWER. SUBSEQUENTLY, THE ACFT CRASHED ABOUT 2 MI EAST OF THE ARPT. AN INVESTIGATION REVEALED THE FUEL WAS CONTAMINATED WITH WATER. THE FUEL FILTER DEICING SYSTEM WAS OPERATIONAL, BUT A POST-ACDNT EXAM REVEALED THE DEICING TANK WAS EMPTY. THIS WAS THE 2ND FLT SINCE THE DEICE TANK HAD BEEN SERVICED. THE MANUFACTURER'S INFO INDICATED THE SUPPLY TANK SHOULD HAVE PROVIDED ABOUT 3 TO 4 HRS OF FILTER DEICING OPERATION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT BY THE PILOT(S), WATER CONTAMINATION OF THE FUEL, LOW LEVEL OF DEICE FLUID (METHANOL) IN THE DEICE TANK, AND SUBSEQUENT ICE BLOCKAGE OF THE FUEL FILTERS. DARKNESS WAS A RELATED FACTOR.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE

### Findings

1. 2 ENGINES
  2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. (C) FLUID,FUEL - WATER
  4. (C) FLUID,ANTI-ICE ADDITIVE - LOW LEVEL
  5. (C) FUEL SYSTEM,FILTER - ICE
  6. (C) FLUID,FUEL - BLOCKED(TOTAL)
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

7. (F) LIGHT CONDITION - DARK NIGHT
  8. TERRAIN CONDITION - ROUGH/UNEVEN
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Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

9. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1525 hours (Total, all aircraft), 400 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Hawker Siddeley	<b>Registration:</b>	G0B0B
<b>Model/Series:</b>	HS.125-35 HS.125-35	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	25069
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	01/25/1990, AAIP	<b>Certified Max Gross Wt.:</b>	21700 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>	8720 Hours	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>ELT:</b>		<b>Engine Model/Series:</b>	522
<b>Registered Owner:</b>	SLENDER YOU (UK) LTD	<b>Rated Power:</b>	3360 lbs
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	COU, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2150 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1° C / -4° C
Precipitation and Obscuration:			
Departure Point:	CROSSVILLE, TN (CSV)	Type of Flight Plan Filed:	IFR
Destination:	OLATHE, KS (IXD)	Type of Clearance:	IFR
Departure Time:	2030 CST	Type of Airspace:	Class D

## Airport Information

Airport:	COLUMBIA REGIONAL (COU)	Runway Surface Type:	
Airport Elevation:	889 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious, 1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ROBERT DICKENS	Report Date:	09/11/1992
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).