



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety

April 9, 2019

LEFT WING FOLLOW-UP EXAMINATION

ERA19FA124

(3 Pages)

1.0 EXAMINATION PARTICIPANTS:

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2.0 SUMMARY

The follow-up examination of the left wing of N400JM was conducted on April 9, 2019 at AMF Aviation, Springfield, Tennessee under the supervision of the NTSB.

3.0 DETAILS OF THE EXAMINATION

A visual inspection of the exterior of the wing, to include upper and lower wing skins, did not reveal the presence of any fuel staining.

The wing leading edge skins adjacent to the engine nacelle were pulled back and inspection panels removed to facilitate inspection of the inboard fuel bladder. The fuel bladder had been consumed by fire and only charred debris remained.

Inspection panels were removed to facilitate the inspection of the outboard fuel bladder. Some heat damage was noted to the inboard end of the bladder, exhibited by bubbling and deformation of the material. Other than this damaged area, the bladder material appeared supple and free from drying or cracking. The interior of the bladder was unremarkable. No holes or openings were observed in the bladder. No fuel was observed in the tank.

The nacelle fuel tank suffered damage from both heat and impact. The firewall was crushed aft into the tank, and the forward face of the tank was impact damaged. Accordion crushing was noted to the tank material and adjacent structure. The tank was partially removed from the nacelle to facilitate inspection. The tank exterior was soot stained. No obvious pre-impact damage was noted to the tank. The tank outlet line was impact and fire damaged. The tank transfer pump remained mounted near the tank outlet; it was removed for further inspection.

The interior of the wing at the root area was visually inspected; heat damage and soot staining were present throughout. The fuel lines in the wing area were melted and damaged.

The removed nacelle tank transfer pump was inspected. The pump was fire damaged, and the fuel inlet and outlet nipples were absent. The fuel pump end cap was removed to facilitate inspection of the pump the interior. The fuel screen and ball valve were melted, and the interior of the pump was heat damaged.

Submitted by: Lynn Spencer