



National Transportation Safety Board Aviation Accident Final Report

Location:	AVALON, CA	Accident Number:	DCA84AA016
Date & Time:	01/30/1984, 1330 PST	Registration:	N44GA
Aircraft:	Learjet 24	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE ACFT DEPARTED ON A SALES DEMO FLT TO MONTEREY, CA WITH POTENTIAL BUYERS ABOARD. EN ROUTE, THE DESTINATION WAS CHANGED TO AVALON, CA. UNICOM ADVISED THE CREW OF THE WIND DIRECTION & SPEED ON DOWNWIND. WITNESSES REPORTED THE ACFT WAS SLIGHTLY HI ON FINAL, BUT SAID THE PLT CORRECTED THE ANGLE OF DESCENT. THE ACFT TOUCHED DOWN APRX 500' DOWN THE RWY, WHICH WAS CROWNED (SLOPED UPWARD FOR APRX THE 1ST 2000', THEN LEVELED OFF). THE CREW COULD NOT SEE THE END OF THE RWY AT TOUCHDOWN. THE THRUST REVERSERS WERE DEPLOYED APRX 1000' AFTER TOUCHDOWN. WITNESSES HEARD THE ENG SOUND INCREASE, THEN DECREASE, THEN INCREASE AGAIN AS THE ACFT WENT OFF THE RWY & OVER A 90' BLUFF. FIRE ERUPTED IMMEDIATELY. WITHIN 3 MIN, ARPT PNL ARRIVED WITH FIREFIGHTING EQUIP, BUT THEY WERE NOT TRAINED AS FIREFIGHTERS & DID NOT TRY TO STOP THE FIRE FOR FEAR OF AN EXPLOSION. NO EVIDENCE OF A MECHANICAL FAILURE/MALFUNCTION WAS FOUND. FOUND L FLAP EXTENDED, L SPOILER RETRACTED & LOCKED, TIRE MARKS ON RWY. ESTIMATED GROSS WT: 11,500 LBS. COMPUTED LANDING DIST OVER A 50' OBSTCL: 3100'.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) IMPROPER - PILOT IN COMMAND
3. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. (F) PRESSURE INDUCED BY OTHERS - OTHER PERSON
5. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
6. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. (F) TERRAIN CONDITION - DOWNHILL
9. (F) AIRPORT FIRE/RESCUE SERVICE - INADEQUATE

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/21/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft), 1100 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Learjet	Registration:	N44GA
Model/Series:	24 24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	129
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	08/08/1900, Unknown	Certified Max Gross Wt.:	13000 lbs
Time Since Last Inspection:	66 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	3306 Hours	Engine Manufacturer:	GE
ELT:	Not installed	Engine Model/Series:	CJ610-4
Registered Owner:	GEE BEE AERO, INC	Rated Power:	2850 lbs
Operator:	AVIATION BUSINESS FLIGHTS	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AVX, 1602 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1325 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 20000 ft agl	Visibility	100 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / -18° C
Precipitation and Obscuration:			
Departure Point:	SANTA ROSA, CA (STS)	Type of Flight Plan Filed:	IFR
Destination:	(AVX)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	CATALINA (AVX)	Runway Surface Type:	Asphalt
Airport Elevation:	1602 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3240 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	STEVE CORRIE	Report Date:	
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).