



National Transportation Safety Board Aviation Accident Final Report

Location:	SAN FRANCISCO, CA	Accident Number:	LAX85MA008
Date & Time:	10/08/1984, 1949 PDT	Registration:	N864CL
Aircraft:	Gates Learjet 24B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

THE ACFT, A GATES LEAR JET 24B, MODIFIED BY A HOWARD/RAISEBACH MARK II CONVERSION, WAS CLEARED FOR TAKEOFF ON RWY 28L. TOWER PSNL ESTIMATED THAT THE ACFT ROTATED FOR TAKEOFF AT 3200' DOWN THE RWY & WAS AT APRX 200' AGL WHEN THE PLT WAS INSTRUCTED TO CONTACT DEPARTURE CONTROL. WITNESSES OBSERVED THE ACFT CLIMBING IN A WINGS LEVEL ATTITUDE WHEN IT ENTERED THE BROKEN CLD LAYER AT ABOUT 600' AGL. MOMENTS LATER, THE ACFT WAS OBSERVED DESCENDING OUT OF THE CLDS AT A STEEP ANGLE& IN A LEFT WING LOW/NOSE DOWN ATTITUDE. THE ACFT IMPACTED BETWEEN RWYS 28L & 28R, APRX 10,000' FROM THE APCH ENDS. WITNESSES REPORTED THAT THE ENGS SOUNDED LIKE THEY WERE OPERATING AT A HI PWR SETTING. AN EXAM OF THE ENGS REVEALED EVIDENCE THAT BOTH WERE AT OR ABOVE 92% PWR AT IMPACT. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND. RECORDS REVEALED 2 AUTOPLT DISCREPANCIES ON 10/4/84; ONE INDCD THE ROLL MODE WAS SENSITIVE; THE OTHER INDCD THE AUTOPLT INTERMITTENTLY ROLLED THE ACFT INTO A STANDARD RATE LEFT BANK WHEN ENGAGED. RPRTDLY, THE AUTOPLT WOULD NOT HAVE BEEN USED FOR TAKEOFF.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - LOW CEILING
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Glider	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/25/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	8600 hours (Total, all aircraft), 2500 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gates Learjet	Registration:	N864CL
Model/Series:	24B 24B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	229
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	09/30/1954, AAIP	Certified Max Gross Wt.:	15000 lbs
Time Since Last Inspection:	661 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	25515 Hours	Engine Manufacturer:	GE
ELT:	Not installed	Engine Model/Series:	CJ610-6
Registered Owner:	HERSAEL CLAY LACY	Rated Power:	2950 lbs
Operator:	CLAY LACY AV INC	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SFO, 11 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1752 PDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 600 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 15° C
Precipitation and Obscuration:			
Departure Point:	(SFO)	Type of Flight Plan Filed:	IFR
Destination:	VAN NUYS, CA (VNY)	Type of Clearance:	IFR
Departure Time:	1949 PST	Type of Airspace:	Class B

Airport Information

Airport:	SAN FRANCISCO INT'L (SFO)	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft	Runway Surface Condition:	Dry
Runway Used:	28L	IFR Approach:	None
Runway Length/Width:	10600 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEAN M PYATT	Report Date:	
Additional Participating Persons:	ABDON D LLORENTE; LOS ANGELES, CA WAYNE R POLLACK; LOS ANGELES, CA JOHN J WHITE II; WASHINGTON, DC CHARLES B JOHNSON; BURLINGAME, CA		
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 pubinquiry@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](#).