



National Transportation Safety Board Aviation Accident Final Report

Location:	PERRIS, CA	Accident Number:	LAX88FA274
Date & Time:	07/30/1988, 1140 PDT	Registration:	N745F
Aircraft:	Learjet 23	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

AFTER LANDING AT THE AIRCRAFT'S MANUFACTURER FACILITY WITH AN ASYMMETRIC FUEL CONDITION AND AN INOPERATIVE YAW DAMPNER THE CREW ELECTED TO CONTINUE THE FLIGHT TO THEIR DESTINATION WITHOUT CORRECTING THE DEFICIENCIES. ENROUTE THE CAPTAIN INFORMED AIR TRAFFIC CONTROLLERS THAT HE HAD FUEL COMING FROM ONE TANK AND THAT HE DOUBTED THAT HAD FUEL AVAILABLE TO REACH HIS DESTINATION. THE CONTROLLER CLEARED THE AIRCRAFT TO LAND AT A NEARBY AIRPORT. AS THE AIRCRAFT TURNED ONTO THE FINAL APPROACH IT ROLLED INVERTED AND IMPACTED THE GROUND INVERTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DECIDED TO CONDUCT HIS FLIGHT WITH KNOWN AIRCRAFT DEFICIENCIES. INDUCED COMPANY PRESSURE TO DELIVER THE AIRCRAFT TO ITS DESTINATION IS CONSIDERED TO HAVE BEEN A FACTOR IN THE ACCIDENT.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) AUTOPILOT/FLIGHT DIRECTOR - INOPERATIVE
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. (F) FUEL SYSTEM,TRANSFER PUMP - INOPERATIVE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/01/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6800 hours (Total, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Learjet	Registration:	N745F
Model/Series:	23 23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	23-077
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Jet
Airframe Total Time:		Engine Manufacturer:	GE
ELT:	Not installed	Engine Model/Series:	CJ610-4
Registered Owner:	JET MANAGEMENT, INC.	Rated Power:	2850 lbs
Operator:	JET MANAGEMENT, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RIV, 1538 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1055 PDT	Direction from Accident Site:	140°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30° C / 17° C
Precipitation and Obscuration:			
Departure Point:	TUCSON, AZ (TUS)	Type of Flight Plan Filed:	IFR
Destination:	CHINO, CA (CNO)	Type of Clearance:	IFR
Departure Time:	1043 PDT	Type of Airspace:	

Airport Information

Airport:	MARCH AFB (RIV)	Runway Surface Type:	Concrete
Airport Elevation:	1538 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	Circling; Visual
Runway Length/Width:	13300 ft / 300 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WALL A JAMES	Report Date:	10/16/1990
Additional Participating Persons:	STEVEN A MCCREARY; SEATTLE, WA SEAMUS O'BRIEN; ELYRIA, OH ROBERT BLANTON; RIVERSIDE, CA JIM RUNDEL; WICHITA, KS		
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](#).