



National Transportation Safety Board Aviation Accident Final Report

Location:	MUSCATINE, IA	Accident Number:	CHI97LA053
Date & Time:	01/16/1997, 1428 CST	Registration:	N991TD
Aircraft:	LEARJET 24	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

According to the pilot, the airplane '...began moving to the left side of the runway...' immediately upon touchdown. He attempted to abort the landing but the airplane contacted snow at the runway's left edge. The airplane exited the runway's left edge and slid sideways, about 300 yards.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control. A factor was the snow covered runway edge.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On January 16, 1997, at 1428 central standard time, a Lear 24, N991TD, piloted by a commercial pilot, was substantially damaged when it departed the left side of runway 23 (5,500' X 100' asphalt with patchy snow-pack and ice) at the Muscatine Municipal Airport, Muscatine, Iowa. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 positioning flight had been operating on an IFR flight plan. The pilot and co-pilot reported no injuries. The flight departed Ft. Wayne, Indiana, 1500 est.

The pilot-in-command's written statement said the airplane "...began moving to the left side of the runway..." immediately upon touch down. He said he applied power to abort the landing "...but contacted [a snow] drift of the left side of the runway..." He said the airplane departed the runway and went out of control. The co-pilot's written statement reflects the pilot's statement.

A Federal Aviation Administration (FAA) Principal Operations Inspector (POI) represented the NTSB on-scene. He said the airplane began to drift to the left when it touched down. According to the POI, the pilot said he had attempted a go-around but the left main gear tires began to roll through snow near the runway's edge. The POI said the pilot stated the snow dragged the airplane further left. The POI said the airplane departed the runway edge about 800 feet from runway 23's approach threshold. The airplane slid sideways about 300 yards before coming to a stop.

The on-scene investigation revealed N991TD's nose gear had collapsed aft and penetrated the fuselage skin. Fuselage stringers and bulkheads at the penetration area were bent and the surrounding skin wrinkled. The right wing tip tank was ruptured, and wing spar number 7 had a sheared web at the landing gear support pillar. Fuel was observed leaking from the bottom wing skin between the main landing gear assemblies.

Pilot Information

Certificate:	Commercial	Age:	34, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/23/1996
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6200 hours (Total, all aircraft), 700 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LEARJET	Registration:	N991TD
Model/Series:	24 24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24124
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	13000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Jet
Airframe Total Time:		Engine Manufacturer:	GE
ELT:		Engine Model/Series:	CJ-610
Registered Owner:	AIR CARGO EXPRESS	Rated Power:	2850 lbs
Operator:	AMERICAN AIR NETWORK	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	ESUA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MUT, 547 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1400 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	19 knots / 29 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-16° C / -18° C
Precipitation and Obscuration:			
Departure Point:	FORT WAYNE, IN (FTW)	Type of Flight Plan Filed:	IFR
Destination:	(MUT)	Type of Clearance:	None
Departure Time:	1500 EST	Type of Airspace:	Class G

Airport Information

Airport:	MUSCATINE MUNICIPAL (MUT)	Runway Surface Type:	Asphalt
Airport Elevation:	547 ft	Runway Surface Condition:	Ice; Snow--compacted
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	FRANK S GATTOLIN	Report Date:	08/25/1997
Additional Participating Persons:	TOM WOODS; DES MOINES, IA		
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](#).