



National Transportation Safety Board Aviation Accident Final Report

Location:	WEST MIFFLIN, PA	Accident Number:	DCA87MA031
Date & Time:	05/12/1987, 1057 EDT	Registration:	N100EP
Aircraft:	LEARJET 35A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE COPLT (DUAL STUDENT) WAS TO GET A PROF CHECK ON THE 1ST LEG OF THE FLT WITH A SIMULATED SINGLE ENG PWR LOSS ON TKOF. ACCORDING TO WITNESSES, THE TKOF WAS NORMAL UNTIL LIFT-OFF APRX 3200' DOWN THE RWY; BUT AFTER LIFT-OFF, THE ACFT CLBD ONLY ABOUT 50' & DIDN'T SEEM TO ACCELERATE. THEY RPRTD THE NOSE PITCHED UP & THE ACFT WENT IN A STEEP BANK ATTITUDE NR THE DEP END OF THE RWY. SUBSEQUENTLY, IT DSCNDD & CRASHED IN WOODED TERRAIN IN A RGT WING DOWN, NOSE HI ATTITUDE. A BY-STANDER TRIED TO GET IN THE ACFT TO RESCUE THE PLTS, BUT THE DOOR WAS JAMMED & HE WAS UNABLE TO BREAK THE CABIN WINDOWS. A FIRE ERUPTED & ENGULFED THE ACFT. DUE TO ROUGH TERRAIN, THERE WAS A DELAY IN GETTING FIRE FIGHTING EQUIPMENT TO THE ACDNT SITE. NO PREIMPACT MECHANICAL FAILURES WERE FND. THE GEAR, FLAPS & SPOILERS WERE FND IN THE RETRACTED PSN. FOR TKOF, THE FLAPS SHOULD HAVE BEEN EXTD TO THE 8 OR 20 DEG POSITION. THE STALL SPEEDS FOR 20 DEG, 8 DEG & NO FLAPS WERE 104.5, 109.0 & 119.5 KTS, RESPECTIVELY. THE CAPT WAS AN FAA DESIGNATED FLT EXAMINER & A CERTIFIED FLT INSTRUCTOR (CFI).

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. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. (C) RAISING OF FLAPS - PREMATURE - COPILOT/SECOND PILOT
3. (C) AIRSPEED - INADEQUATE
4. (C) STALL - INADVERTENT
5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	44, 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 Multi-engine; Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	04/07/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10211 hours (Total, all aircraft), 3838 hours (Total, this make and model), 8517 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	LEARJET	Registration:	N100EP
Model/Series:	35A 35A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	150
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	02/20/1987, AAIP	Certified Max Gross Wt.:	18300 lbs
Time Since Last Inspection:	168 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	4203 Hours	Engine Manufacturer:	AIRESEARCH
ELT:	Not installed	Engine Model/Series:	TFE-731-2-2B
Registered Owner:	EASLE JET INC.	Rated Power:	3700 lbs
Operator:	CORPORATE JETS, INC.	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	BAQA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AGC, 1250 ft msl	Observation Time:	1051 EDT
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	100°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	18° C / 8° C
Lowest Ceiling:	Broken / 1400 ft agl	Visibility	3 Miles
Wind Speed/Gusts, Direction:	12 knots, 330°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	(AGC)	Type of Flight Plan Filed:	IFR
Destination:	TETERBORO, NJ	Type of Clearance:	IFR
Departure Time:	1057 EDT	Type of Airspace:	Class E

Airport Information

Airport:	ALLEGHENY COUNTY (AGC)	Runway Surface Type:	Concrete
Airport Elevation:	1200 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	6500 ft / 150 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:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE S SEIDLEIN	Adopted Date:	11/29/1988
Additional Participating Persons:	B. RICHARDSON J. GORNEY R. BAKER V. MARCANTELLI		
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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