



National Transportation Safety Board Aviation Accident Final Report

Location:	MORRISTOWN, NJ	Accident Number:	MKC88MA134
Date & Time:	07/26/1988, 0740 EDT	Registration:	N442NE
Aircraft:	LEARJET 35A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

THE CREW WAS POSITIONING THE AIRCRAFT IN PREPARATION FOR A REVENUE FLIGHT AND EXECUTING A NON-DIRECTIONAL BEACON (NDB) APCH TO RWY 05. THE CAPTAIN REPORTED THAT THE COPILOT WAS FLYING THE ACFT. HOWEVER, THE CAPT STATED THAT HE TOOK CONTROL OF THE ACFT DURING THE APCH AND MADE SOME CONTROL CORRECTIONS BEFORE RETURNING CONTROL OF THE ACFT TO THE COPILOT. RADAR DATA INDICATED THAT ACFT CONTROL WAS ERRATIC THROUGHOUT THE APCH AND THAT THE AIRSPEED AND DESCENT RATES WERE HIGH (3000 FPM SINK RATE) SHORTLY BEFORE THE ACCIDENT. THE ACFT STRUCK A FENCE SHORT OF THE RWY AND IMPACTED THE GROUND. THE CAPT SAID HE REALIZED THE ACFT WAS DRIFTING LEFT OF COURSE BUT DID NOT CORRECT IT. HE SAID HE TOLD THE COPILOT TO ADD POWER TWICE DURING THE APCH. THE COPILOT'S TRAINING HISTORY INDICATED DIFFICULTY IN CONTROL, SCAN OF INSTRUMENTS, AND WITH INSTRUMENT PROCEDURES. COMPANY MANAGEMENT DESCRIBED THE CAPT AS PASSIVE AND THE COPILOT AS AGGRESSIVE. SUPERVISION OF TNG AND OPERATIONS BY MANAGEMENT AND SURVEILLANCE OF THE COMPANY BY THE FAA WAS CONSIDERED INADEQUATE BY NTSB.

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: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) FLIGHT CONTROLS - IMPROPER USE OF - COPILOT/SECOND PILOT
2. OVERCONFIDENCE IN PERSONAL ABILITY - COPILOT/SECOND PILOT
3. (F) INADEQUATE RECURRENT TRAINING - COPILOT/SECOND PILOT
4. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
5. (F) AIRSPEED - IMPROPER - COPILOT/SECOND PILOT
6. (F) PROPER DESCENT RATE - EXCEEDED - COPILOT/SECOND PILOT
7. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
8. (F) INTERPERSONAL RELATIONS - PILOT IN COMMAND
9. INSUFFICIENT STANDARDS/REQUIREMENTS,AIRMAN - COMPANY/OPERATOR MGMT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	06/01/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4810 hours (Total, all aircraft), 2100 hours (Total, this make and model), 3010 hours (Pilot In Command, all aircraft), 159 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	LEARJET	Registration:	N442NE
Model/Series:	35A 35A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	442
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	06/29/1988, AAIP	Certified Max Gross Wt.:	18300 lbs
Time Since Last Inspection:	72 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	4274 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TFE-731-22B
Registered Owner:	NORTHEAST JET COMPANY	Rated Power:	3500 lbs
Operator:	NORTHEAST JET COMPANY	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:	NORTHEAST JET INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MMU, 187 ft msl	Observation Time:	0746 EDT
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	160°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	
Lowest Ceiling:	None / 0 ft agl	Visibility	4 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	ALLENTOWN, PA (ABE)	Type of Flight Plan Filed:	IFR
Destination:	MORRISTOWN, NJ (MMU)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class B; Class D

Airport Information

Airport:	MORRISTOWN (MMU)	Runway Surface Type:	Asphalt
Airport Elevation:	187 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	ADF/NDB; Visual
Runway Length/Width:	5999 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BOB L DICKENS	Adopted Date:	06/25/1990
Additional Participating Persons:	HAROLD W DONNER; WASHINGTON, DC DAVID C BURR; TETERBORO, NJ VICTOR ROXAS; TETERBORO, NJ		
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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