



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CARLSBAD, CA	<b>Accident Number:</b>	LAX92LA069
<b>Date &amp; Time:</b>	12/23/1991, 0825 PST	<b>Registration:</b>	N44PA
<b>Aircraft:</b>	GATES LEARJET LEAR 25B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 135: Air Taxi & Commuter - Non-scheduled

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## Analysis

3THE PILOT AND CO-PILOT REPORTED IN THEIR WRITTEN STATEMENTS THAT THE AIRPLANE WAS ABOVE GLIDESLOPE ON THE FINAL APPROACH. THEY SAID THE AIRPLANE TOUCHED DOWN ABOUT 1,500 FEET FROM THE APPROACH END OF THE 4,700 FEET LONG RUNWAY. THE PILOT SAID HE APPLIED THE BRAKES BUT COULD NOT STOP THE AIRPLANE ON THE RUNWAY. THE AIRPLANE DEPARTED THE END OF THE RUNWAY AND CONTINUED FORWARD OVER ROUGH AND UNEVEN TERRAIN. THE MAIN LANDING GEAR SHEARED OFF AND PENETRATED BOTH WINGS. THE AIRPLANE CAME TO A STOP IN A GULLY. OTHER WITNESSES LOCATED ON THE GROUND AND IN THE AIR TRAFFIC CONTROL TOWER REPORTED THE AIRPLANE WAS 'HIGH AND FAST' AND TOUCHED DOWN AT ABOUT MIDFIELD OR AFTER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT NOT ATTAINING THE PROPER TOUCHDOWN POINT BECAUSE OF EXCESSIVE ALTITUDE AND AIRSPEED, AND THE PILOT'S FAILURE TO PERFORM A GO-AROUND. A FACTOR IN THIS ACCIDENT WAS THE ROUGH AND UNEVEN TERRAIN WHICH WAS ENCOUNTERED AFTER THE AIRCRAFT DEPARTED THE RUNWAY.

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

### Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. (C) AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

### Findings

6. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	09/30/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6180 hours (Total, all aircraft), 117 hours (Total, this make and model), 4830 hours (Pilot In Command, all aircraft), 94 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	GATES LEARJET	<b>Registration:</b>	N44PA
<b>Model/Series:</b>	LEAR 25B LEAR 25B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	144
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	01/02/2000, AAIP	<b>Certified Max Gross Wt.:</b>	15000 lbs
<b>Time Since Last Inspection:</b>	161 Hours	<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>	8117 Hours	<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	CJ610-6A
<b>Registered Owner:</b>	FLIGHT MANAGEMENT, INC.	<b>Rated Power:</b>	2950 lbs
<b>Operator:</b>	FLIGHT MANAGEMENT, INC.	<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	QLIA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Observation Time:	0000
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	13° C
Lowest Ceiling:	None / 0 ft agl	Visibility	15 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	TULSA, OK (TUL)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0730 CST	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	MCCLELLAN-PALOMAR (CRQ)	Runway Surface Type:	Asphalt
Airport Elevation:	328 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4700 ft / 150 ft	VFR Approach/Landing:	Full Stop; Straight-in

## Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Richard V Childress	Adopted Date:	04/23/1993
Additional Participating Persons:	ROY BILLINGS; SAN DIEGO, 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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