



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ROGERS, AR	<b>Accident Number:</b>	FTW95LA216
<b>Date &amp; Time:</b>	05/23/1995, 0810 CDT	<b>Registration:</b>	N450MC
<b>Aircraft:</b>	GATES LEARJET 35A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	7 None

**Flight Conducted Under:** Part 91: General Aviation - Executive/Corporate

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## Analysis

THE RIGHT OUTBOARD TIRE FAILED WHILE THE AIRPLANE WAS ACCELERATING WITHIN 15 KNOTS OF V<sub>1</sub> SPEED DURING TAKEOFF FROM A 6,011 FOOT RUNWAY. THE PILOT HEARD A LOUD NOISE PRECEDED BY A VIBRATION. THE CREW ABORTED THE TAKEOFF BY CLOSING THE THROTTLES, DEPLOYING THE THRUST REVERSERS, AND APPLYING FULL BRAKING. THE AIRPLANE OVERRAN THE DEPARTURE END OF THE RUNWAY. BOTH MAIN LANDING GEARS COLLAPSED AFTER THE AIRPLANE CROSSED A SHALLOW DRAINAGE DITCH APPROXIMATELY 200 FEET BEYOND THE THRESHOLD. NO EVIDENCE OF PREIMPACT MECHANICAL FAILURE, IMPROPER SERVICING, OR MALFUNCTION WAS FOUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
THE FAILURE OF THE RIGHT OUTBOARD TIRE FOR UNDETERMINED REASON.

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) LANDING GEAR,TIRE - FAILURE
2. REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

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Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: TAKEOFF - ABORTED

### Findings

3. TERRAIN CONDITION - DITCH
4. LANDING GEAR - OVERLOAD

## Factual Information

On May 23, 1995, at 0810 central daylight time, a Gates Learjet 35A, N450MC, was substantially damaged during a runway overrun near Rogers, Arkansas. The airline transport rated pilot, the commercial pilot acting as copilot, and their five passengers were not injured. Visual meteorological conditions prevailed for the executive transport flight.

The airplane, owned by Mclane Company Inc., of Temple, Texas, and operated by Wal-Mart Stores Inc., was on an IFR flight plan from the Rogers Municipal Airport (ROG), Rogers, Arkansas, to the Toluca International Airport (MMTO), in Mexico.

According to the pilot's enclosed statement, "around 10-15 knots before V1 (136 knots), I felt a large vibration along with a bang." The takeoff was aborted with maximum braking and full reverse.

The airplane overran the departure end of the 6,011 foot runway. The undercarriage collapsed as the airplane crossed a one foot deep drainage ditch approximately 200 feet beyond the departure end of Runway 19.

The airplane came to rest approximately 1,200 feet from the departure end of the runway on a heading of 345 degrees. Several fragments of the failed right outboard tire were found near the midfield point of the runway.

The pilot reported that the right main gear tire "blew out." Tire debris was found on the runway. The failed tire was retained for further examination and testing. No evidence of pre-impact mechanical failure, improper servicing, or malfunction was found.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	35, 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>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last Medical Exam:</b>	07/15/1994
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	7500 hours (Total, all aircraft), 150 hours (Total, this make and model), 7095 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 106 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	GATES LEARJET	Registration:	N450MC
Model/Series:	35A 35A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	368
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	03/29/1995, 100 Hour	Certified Max Gross Wt.:	18500 lbs
Time Since Last Inspection:	127 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	6506 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TFE731-2-2B
Registered Owner:	MCLANE COMPANY INC.	Rated Power:	3500 lbs
Operator:	WAL-MART STORES INC.	Air Carrier Operating Certificate:	None
Operator Does Business As:	WAL-MART AVIATION	Operator Designator Code:	

## 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:	17° C / 11° C
Lowest Ceiling:	None / 0 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	10 knots, 180°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	(ROG)	Type of Flight Plan Filed:	IFR
Destination:	TOLUCA, MX (MTO)	Type of Clearance:	IFR
Departure Time:	0810 CDT	Type of Airspace:	Class E

## Airport Information

Airport:	CARTER FIELD (ROG)	Runway Surface Type:	Asphalt
Airport Elevation:	1361 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	6011 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	7 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA	Adopted Date:	08/31/1995
Additional Participating Persons:	WILLIAM R FRY; LITTLE ROCK, AR		
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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