



National Transportation Safety Board Aviation Accident Final Report

Location:	GREENVILLE, SC	Accident Number:	MIA97LA088
Date & Time:	02/27/1997, 1015 EST	Registration:	N440HM
Aircraft:	Learjet LR35	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 1 None

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

The pilot-in-command stated he was cleared for an ILS approach. He had to use spoilers to intercept the glideslope. The landing was extended at the outer marker as the airspeed was slowed through 200 knots. As the airspeed decreased the spoilers were retracted and the flaps were extended to 20-degrees. The airplane was drifting to the right and flaps were lowered to 40-degrees as the drift was corrected. The airplane floated and touched down long. The spoilers, and brakes were applied as well as full reverse. There was no braking due to hydroplaning. Examination of the crash site revealed the airplane went off the end of the runway, skidded through 200 feet of sod, vaulted off a 25 foot embankment, skidded across a road, and collided with a ditch.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's failure to achieve the proper touchdown point on a known wet runway, resulting in a subsequent overrun and on ground collision with a ditch.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING

Findings

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (C) TOUCHDOWN - IMPROPER - PILOT IN COMMAND

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

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On February 27, 1997, about 1015 eastern standard time, a Lear 35, N440HM, Grasshopper 440, registered to Apple Jet Inc., operated by Colvin Aviation Inc., as a 14 CFR Part 91 positioning flight, went off the end of the runway on landing rollout at the Greenville Downtown Airport, Greenville, South Carolina. Instrument meteorological conditions prevailed and an IFR flight plan was filed. The airplane was destroyed. The airline transport pilot-in-command (PIC) sustained minor injuries, and the airline transport rated second-in-command (SIC/Chief Pilot) was not injured. The flight originated from Atlanta, Georgia, about 35 minutes before the accident.

The SIC stated the PIC was cleared for an ILS approach to runway 36. The PIC was cleared to descend from 7,000 feet to 2,500 feet and had to use the spoilers to descend. The spoilers were retracted just before reaching the outer marker, and the airspeed was about 180. The flaps were extended to 20-degrees and the landing gear was lowered. Full flaps were extended and the airplane was off the centerline to the right over the fixed distance markers on final approach. The PIC took the required corrective action before touchdown. The VREF speed was 130+10 knots. The airplane floated and touched down long. The PIC moved the throttles to the idle position, deployed the spoilers and the reversers. He was looking inside the airplane at the reverser percentage, looked up and saw the 1,000-foot fixed distance markers at the end of the runway approaching. He informed the PIC 1,000 feet. The PIC made no comment, applied brakes and more reverse. The airplane skidded, and went off the end of the runway downhill. The PIC inadvertently moved the throttles forward, the airplane crossed over a road and collided with a ditch. He moved the throttles to the idle position and pulled the fire handles. The PIC turned off the inverters and the battery. Both crewmembers exited the airplane unassisted. The PIC confirmed the SIC comments in a subsequent interview with the NTSB and FAA.

The PIC stated to the FAA that he did not achieve a stabilized approach. He saw the runway about 200 feet above decision height. He thought his landing the day before was not smooth and he was trying to make a better landing. He felt the airplane did not want to slow down even though he deployed the spoilers and thrust reversers, and they went off the end of the runway.

Examination of the crash site revealed the airplane went off the end of the runway, skidded through 200 feet of sod, vaulted off a 25 foot elevated area, skidded across a road, and collided with a ditch. The wreckage was released to Mr. Dennis Wenzlick, Chief Pilot, Colvin Aviation Inc., on February 27, 1997. The cockpit voice recorder was released to Mr. Edward E. Fuentes, Colvin Aviation Inc., on March 25, 1997.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	33, 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; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	10/30/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5293 hours (Total, all aircraft), 202 hours (Total, this make and model), 4366 hours (Pilot In Command, all aircraft), 208 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Learjet	Registration:	N440HM
Model/Series:	LR35 LR35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	35A294
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	18300 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	Garrett
ELT:		Engine Model/Series:	TFE-731-2-2B
Registered Owner:	COLVIN AVIATION INC.	Rated Power:	3500 lbs
Operator:	COLVIN AVIATION INC.	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	ESYA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GMU, 1048 ft msl	Observation Time:	1012 EST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	11 °C / 12 °C
Lowest Ceiling:	Broken / 2400 ft agl	Visibility	0.5 Miles
Wind Speed/Gusts, Direction:	2 knots	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	ATLANTA, GA (ATL)	Type of Flight Plan Filed:	IFR
Destination:	(GMU)	Type of Clearance:	IFR
Departure Time:	0940 EST	Type of Airspace:	Class D

Airport Information

Airport:	GREENVILLE DOWNTOWN (GMU)	Runway Surface Type:	Asphalt
Airport Elevation:	1048 ft	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	ILS
Runway Length/Width:	5393 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Adopted Date:	02/28/2000
Additional Participating Persons:	JAMES M MALEK; WEST COLUMBIA, SC		
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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