



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|--------------------------|-------------------------|-------------|
| Location: | New Century, KS | Accident Number: | DEN08LA011 |
| Date & Time: | 10/14/2007, 2350 CDT | Registration: | N65BT |
| Aircraft: | North American NA-265-65 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

The airplane had just completed a corporate/executive flight and was being repositioned to its base. The captain, who was flying the airplane, said he saw the runway lights through light rain when they were 10 miles away from the airport. He intercepted and flew the visual approach slope indicator and landed on runway 18. The rain increased in intensity, and the airplane touched down approximately the 1,000-foot mark. The wind was from the southeast and gusting. As the captain selected reverse thrust, the wind shifted from the west. Directional control was lost and the airplane hydroplaned off the left side of the runway, striking a concrete pad and runway light. The nose landing gear was sheared off and the pressure vessel was compromised.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control. Contributing factors in this accident were the sudden wind shift, from calm to a gusty crosswind, the runway light, and the concrete pad.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - SUDDEN WINDSHIFT
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. (F) OBJECT - RUNWAY LIGHT

Factual Information

On October 14, 2007, approximately 2350 central daylight time, a North American NA-265-65, N65BT, registered to and operated by Sabre 65 LLC and piloted by an airline transport certificated pilot, was substantially damaged when it went off the runway and struck a concrete pad and runway light while landing at New Century Aircenter (IXD), New Century, Kansas. Visual meteorological conditions (VMC) prevailed at the time of the accident. The positioning flight was being conducted under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91, and a visual flight rules (VFR) flight plan had been filed and activated. The captain and first officer, the only occupants on board the airplane, were not injured. The flight originated at Charles B. Wheeler Downtown Airport (MKC), Kansas City, Missouri, approximately 2330.

According to FAA inspectors who interviewed the flight crew, the airplane had just completed a corporate/executive flight from Las Vegas (LAS), Nevada, to MKC, and was being repositioned to IXD. The captain, who was flying the airplane, said he saw the runway lights through light rain when they were 10 miles away from the airport. He intercepted and flew the visual approach slope indicator (VASI) and landed on runway 18. The rain had increased in intensity, and the airplane touched down approximately the 1,000-foot mark. The wind was from the southeast and gusting. As the captain selected reverse thrust, the wind shifted from the west. Directional control was lost and the airplane hydroplaned off the left side of the runway, striking a concrete pad and runway light.

The captain's accident report was similar to the statement he gave to FAA. He said the approach was made in "light rain," and the touchdown was normal, but "wind and rain increased on rollout. After passing [a] building, wind intensif[ied], now out of the west 270 degrees or 280 degrees. Wind now like a shear. Aircraft started to weathervane and buffet out of control. Aircraft skidded off the left side of runway. Nose wheel str[uck] runway light base and sheared off. Aircraft came to rest about 25 feet off the left side of runway [and] about 5,000 feet down runway."

Winds recorded at IXD at 2130 and 0053 were 130 degrees at 9 knots and 150 degrees at 6 knots, respectively.

The nose landing gear was sheared off and the pressure vessel was compromised.

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Airline Transport | Age: | 65, Male |
| Airplane Rating(s): | Multi-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): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 With Waivers/Limitations | Last Medical Exam: | 03/01/2007 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 09/01/2007 |
| Flight Time: | 16000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft) | | |

Co-Pilot Information

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|----------------------------------|---|--|----------------------------|
| Certificate: | Airline Transport; Flight Instructor; Commercial | Age: | 72, 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): | Airplane Multi-engine; Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 With Waivers/Limitations | Last Medical Exam: | 01/01/2007 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 15900 hours (Total, all aircraft), 110 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------------|---|--------------------|
| Aircraft Manufacturer: | North American | Registration: | N65BT |
| Model/Series: | NA-265-65 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 03 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 9 |
| Date/Type of Last Inspection: | 09/01/2007, Continuous Airworthiness | Certified Max Gross Wt.: | 18500 lbs |
| Time Since Last Inspection: | | Engines: | 2 Turbo Jet |
| Airframe Total Time: | | Engine Manufacturer: | Garrett-AiResearch |
| ELT: | Installed, not activated | Engine Model/Series: | TFE-731-3R-1D |
| Registered Owner: | Sabre 65 LLC | Rated Power: | 3700 lbs |
| Operator: | Sabre 65 LLC | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-----------------------|-------------------------------|---------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night |
| Observation Facility, Elevation: | IXD, 1087 ft msl | Observation Time: | 0053 CDT |
| Distance from Accident Site: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | | Temperature/Dew Point: | 16 °C / 14 °C |
| Lowest Ceiling: | Broken / 1600 ft agl | Visibility | 5 Miles |
| Wind Speed/Gusts, Direction: | 6 knots, 150° | Visibility (RVR): | |
| Altimeter Setting: | 29.84 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Kansas City, KS (MKC) | Type of Flight Plan Filed: | None |
| Destination: | New Century, KS (IXD) | Type of Clearance: | None |
| Departure Time: | 2320 CDT | Type of Airspace: | |

Airport Information

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|----------------------|-----------------------------|---------------------------|-------------|
| Airport: | New Century Aircenter (IXD) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1087 ft | Runway Surface Condition: | Wet |
| Runway Used: | 17 | IFR Approach: | None |
| Runway Length/Width: | 7339 ft / 190 ft | VFR Approach/Landing: | Straight-in |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-----------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 38.830833, -94.890278 |

Administrative Information

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|-----------------------------------|--|---------------|------------|
| Investigator In Charge (IIC): | Arnold W Scott | Adopted Date: | 03/31/2008 |
| Additional Participating Persons: | Greg Shepterly; FAA Flight Standards District Office; Kansas City, KS | | |
| 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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