



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ELIZABETH CITY, NC	<b>Accident Number:</b>	ATL83FA025B
<b>Date &amp; Time:</b>	11/06/1982, 0910 EST	<b>Registration:</b>	N13MJ
<b>Aircraft:</b>	GATES LEARJET 24D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Unknown		

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## Analysis

AFTER THE TWO ACFT WERE ESTABLISHED AT 14,000 FT DURING A TARGET TOWING OPERATION, N13MJ(LEAD ACFT) MAINTAINED STRAIGHT & LEVEL FLT ON AUTOPILOT WHILE N47MJ(CHASE) CAME UP ALONG THE LEFT SIDE TO OBSERVE THE TARGET ON THE LEFT WING. WHILE MOVING FORWARD & LOOKING OUT THE RIGHT WINDOW TO SEE A LIGHT ON THE TARGET, THE CHASE PLT LOST SIGHT OF THE LEAD ACFT. HE REDUCED PWR, & IN THE PROCESS OF BACKING AWAY, THE CHASE ACFT STRUCK THE TOP OF THE FLYING TAIL OF THE LEAD ACFT WITHITS RADOME JAMMING THE FLYING TAIL. THE LEAD ACFT PITCHED DOWN, LOST ABOUT 6,000 FT & THEN RECOVERED. DURING THE EMERGENCY LANDING OF THE LEAD ACFT, IT PITCHED OVER WHEN THE GEAR WAS EXTENDED ON SHORT FINAL, STRUCK THE GROUND HARD SHORT OF THE RWY, BOUNCED, & STARTED PORPOISING. AS THE PLT ADDED POWER FOR A GO-AROUND, THE ACFT STARTED TO ROLL. PWR WAS REDUCED & ABOUT 5,000 FT DOWN THE RWY, THE GEAR COLLAPSED CAUSING THE ACFT TO VEER OFF THE RWY. THE PLT OF THE CHASE ACFT WAS NOT MILITARY TRAINED & HAD NO FORMAL FORMATION FLIGHT TRAINING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: MIDAIR COLLISION

Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT OF OTHER AIRCRAFT
2. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT OF OTHER AIRCRAFT

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

### Findings

4. (C) HORIZONTAL STABILIZER SURFACE - DISTORTED
5. (C) FLIGHT CONTROL,ELEVATOR - JAMMED

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Occurrence #3: ALTITUDE DEVIATION,UNCONTROLLED

Phase of Operation: DESCENT - UNCONTROLLED

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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Occurrence #5: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

7. GO-AROUND - INITIATED - PILOT IN COMMAND
8. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
9. LANDING GEAR,MAIN GEAR - OVERLOAD
10. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
11. LANDING GEAR,NOSE GEAR - OVERLOAD
12. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Glider; Helicopter; Instrument Airplane; Instrument Helicopter	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/26/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7500 hours (Total, all aircraft), 1000 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GATES LEARJET	<b>Registration:</b>	N13MJ
<b>Model/Series:</b>	24D 24D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	314
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	13500 lbs
<b>Time Since Last Inspection:</b>	36 Hours	<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>	2415 Hours	<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	CJ610
<b>Registered Owner:</b>	DUNCAN AVIATION	<b>Rated Power:</b>	2950 lbs
<b>Operator:</b>	DUNCAN AVIATION	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	60° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ELIZABETH CITY, NC (ECG)	Type of Flight Plan Filed:	IFR
Destination:	ELIZABETH CITY, NC (ECG)	Type of Clearance:	None
Departure Time:	0840	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	11/06/1983
Additional Participating Persons:		
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:pubinquiry@ntsb.gov">pubinquiry@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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).