



National Transportation Safety Board Aviation Accident Final Report

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| Location: | ROCHESTER, MN | Accident Number: | CHI86FA042 |
| Date & Time: | 12/08/1985, 1339 CST | Registration: | N15TW |
| Aircraft: | Learjet 35A | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 3 Fatal |
| Flight Conducted Under: Part 91: General Aviation - Instructional | | | |

Analysis

THE AIRCRAFT HAD JUST SUCCESSFULLY COMPLETED A SERIES OF PRACTICE APPROACHES TO A FULL STOP. THE TRAINING FLIGHT WAS BEING CONDUCTED TO GIVE REFRESHER TRAINING TO THE PILOT WHO HAD NOT FLOWN A LEAR JET IN OVER A YEAR AND HAD NEVER FLOWN A LEAR MODEL 35. THE FLIGHT INSTRUCTOR REQUESTED A PRACTICE APPROACH WITH A MISSED APPROACH AND WAS CLEARED FOR THE OPTION. WITNESSES STATED THAT THE AIRCRAFT ROLLED RIGHT AND THEN ROLLED LEFT TO AN INVERTED POSITION. COLLIDING WITH THE GROUND SHORTLY THEREAFTER.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) DIRECTIONAL CONTROL - NOT CORRECTED - PILOT IN COMMAND(CFI)
2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)
3. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
4. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

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|----------------------------------|---|-------------------------------|------------|
| Certificate: | Airline Transport; Flight Instructor | Age: | 40, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane Multi-engine | Toxicology Performed: | Yes |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 07/08/1985 |
| Occupational Pilot: | Last Flight Review or Equivalent: | | |
| Flight Time: | 4986 hours (Total, all aircraft), 238 hours (Last 90 days, all aircraft), 9 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|--------------------------|
| Aircraft Make: | Learjet | Registration: | N15TW |
| Model/Series: | 35A 35A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Transport | Serial Number: | 106 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 3 |
| Date/Type of Last Inspection: | 10/21/1985, Continuous Airworthiness | Certified Max Gross Wt.: | 18300 lbs |
| Time Since Last Inspection: | 4 Hours | Engines: | 2 Turbo Fan |
| Airframe Total Time: | | Engine Manufacturer: | GARRETT |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | TFE-731-2-2B |
| Registered Owner: | CORPORATE AIR, INC. | Rated Power: | 3500 lbs |
| Operator: | CORPORATE AIR, INC. | Operating Certificate(s) Held: | On-demand Air Taxi (135) |
| Operator Does Business As: | | Operator Designator Code: | CPR |

Meteorological Information and Flight Plan

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|----------------------------------|------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | RST, 1317 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1345 CST | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Visibility | 3 Miles |
| Lowest Ceiling: | Overcast / 1600 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 300° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | -8° C / -9° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | MINNEAPOLIS, MN (MSP) | Type of Flight Plan Filed: | IFR |
| Destination: | ROCHESTER, MN (RST) | Type of Clearance: | IFR |
| Departure Time: | 1152 CST | Type of Airspace: | Class D; Class E |

Airport Information

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|----------------------|----------------------|---------------------------|-------------|
| Airport: | ROCHESTER MUNI (RST) | Runway Surface Type: | Concrete |
| Airport Elevation: | 1317 ft | Runway Surface Condition: | Dry |
| Runway Used: | 13 | IFR Approach: | ILS |
| Runway Length/Width: | 7533 ft / 150 ft | VFR Approach/Landing: | Straight-in |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-----------|
| Crew Injuries: | 2 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Fatal | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 Fatal | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | EDWARD J MCAVOY | Report Date: | |
| Additional Participating Persons: | G. M DALE; WASHINGTON, DC R. J SEBASTIAN; CHICAGO, IL | | |
| 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

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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](#).