

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 09/26/2008

MIA08LA086 File No. 24276	04/03/2008	New York, NY	Aircraft Reg No. N750WM	Time (Local): 20:14 EDT		
Make/Model:	Cessna / 750			Fatal	Serious	Minor/None
Engine Make/Model:	Allison / AE-3007C		Crew	0	0	2
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	2					
Operating Certificate(s):	None					
Type of Flight Operation:	Positioning					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point:	Orlando, FL			Condition of Light:	Night	
Destination:	Same as Accident/Incident Location			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport/Airstrip			Basic Weather:	Visual Conditions	
Airport Name:	John F. Kennedy Intl Airport			Lowest Ceiling:	9000 Ft. AGL, Broken	
Runway Identification:	13L			Visibility:	10.00 SM	
Runway Length/Width (Ft):	10000 / 150			Wind Dir/Speed:	180 / 012 Kts	
Runway Surface:	Asphalt			Temperature (°C):	6	
Runway Surface Condition:	Dry			Precip/Obscuration:	No Obscuration; No Precipitation	
Pilot-in-Command	Age: 71			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	29000	
Airline Transport; Commercial; Multi-engine Land; Single-engine Land				Last 90 Days:	56	
				Total Make/Model:	915	
Instrument Ratings				Total Instrument Time:	8000	
Airplane						

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

The copilot (CP) was flying and air traffic control (ATC) was vectoring the airplane for an approach to a 10,000-foot long, 150-foot-wide runway, when an amber abnormal indicator light illuminated on the engine indicating and crew alert system (EICAS), indicating the hydraulic fluid on system A was low. The pilot-in-command (PIC) and the CP completed the checklist procedures down to the blow down of the landing gear. The flight crew did not follow the checklist sequence, and they did not evaluate the hydraulic pump to see if the hydraulic pump pressure could be restored. The flight crew turned on the A side pump, the power transfer unit was engaged, and the landing gear was lowered. The flight crew did not inform ATC of the loss of hydraulic fluid. The airplane touched down on the first 1,000 feet of runway 13L, and the CP informed the PIC that the brakes were not working. The PIC activated the emergency brakes one time, which appeared to work. The CP did not report any problems with nose wheel steering. The CP applied reverse thrust and the arm extend light illuminated on the right thrust reverser. The airplane started veering to the right and the CP could not maintain directional control. The PIC continued pulling the emergency brake handle as the airplane went off the right side of the runway, sheared off the left main landing gear, and came to a complete stop. Download of the EICAS system revealed the CP did not take the right thrust reverser out of reverse thrust. Review of airplane logbooks revealed the left hydraulic reservoir installed in the airplane was a repaired unit. The unit had been removed from another airplane due to an EICAS message stating it was empty when it was full. The switch was found to be out of adjustment. The unit was inspected and no anomalies were noted.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) HYDRAULIC SYSTEM,RESERVOIR - LEAK
2. (F) CHECKLIST - NOT FOLLOWED - FLIGHTCREW
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT/SECOND PILOT

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - RUNWAY

Findings Legend: (C) = Cause, (F) = Factor

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

The co-pilot's failure to maintain directional control during the landing roll. Contributing to the accident was a loss of system A hydraulic fluid for undetermined reasons and the flight crew's failure to follow the checklist sequence.