



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | WILMINGTON, DE | Accident Number: | NYC83FA214 |
| Date & Time: | 08/17/1983, 0724 EDT | Registration: | N108PA |
| Aircraft: | GATES LEARJET 25B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 135: Air Taxi & Commuter - Non-scheduled | | |

Analysis

AFTER LIFT-OFF A FLOCK OF BIRDS APPROACHED FROM LEFT TO RIGHT AT ABOUT 400 FT. THE PLT MANEUVERED THE ACFT BEHIND & ABOVE THE BIRDS IN AN ATTEMPT TO AVOID THEM. BOTH ENGS FLAMED OUT & THE ACFT MDE A FORCED LANDING ON A ROAD. GROUND WITNESSES DESCRIBED THE CLIMBOUT AS '...VERY STEEP...' & '...A STEEP ANGLE, BETWEEN 40 AND 45 DEGREES.' THERE WAS SOME BIRD RESIDUE ON THE ENGS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) MANEUVER - PERFORMED - PILOT IN COMMAND
 2. (C) AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
 3. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

4. (F) AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

5. OBJECT - BIRD(S)
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #5: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

6. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|-------------------------------|----------------------------|
| Certificate: | Airline Transport | Age: | 29, Male |
| Airplane Rating(s): | Multi-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 07/11/1983 |
| Occupational Pilot: | Last Flight Review or Equivalent: | | |
| Flight Time: | 4304 hours (Total, all aircraft), 1420 hours (Total, this make and model), 4304 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------------|---------------------------------------|--------------------------|
| Aircraft Make: | GATES LEARJET | Registration: | N108PA |
| Model/Series: | 25B 25B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Transport | Serial Number: | 195 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | 07/28/1983, Continuous Airworthiness | Certified Max Gross Wt.: | 15000 lbs |
| Time Since Last Inspection: | 38 Hours | Engines: | 2 Turbo Jet |
| Airframe Total Time: | 4758 Hours | Engine Manufacturer: | GE |
| ELT: | Not installed | Engine Model/Series: | C5610-6 |
| Registered Owner: | I.J.A., INC. | Rated Power: | 2950 lbs |
| Operator: | NORTHEAST JET CO. | Operating Certificate(s) Held: | On-demand Air Taxi (135) |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | ILG, 80 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 0651 | Direction from Accident Site: | 360° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 68 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 280° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 16° C / -18° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | IFR |
| Destination: | DANVILLE, VA (DAN) | Type of Clearance: | IFR |
| Departure Time: | 0716 | Type of Airspace: | |

Airport Information

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|----------------------|--------------------------|---------------------------|----------------|
| Airport: | GREATER WILMINGTON (ILG) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 80 ft | Runway Surface Condition: | Dry |
| Runway Used: | 27 | IFR Approach: | None |
| Runway Length/Width: | 7165 ft / 150 ft | VFR Approach/Landing: | Forced Landing |

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: | |

Administrative Information

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|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | MICHEAL KUZENKO | Report Date: | |
| 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 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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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](#).