



National Transportation Safety Board Aviation Accident Final Report

Location:	WATERVILLE, ME	Accident Number:	NYC84LA257
Date & Time:	07/28/1984, 1545 EDT	Registration:	N1JR
Aircraft:	Gates Learjet 25B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 3 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

DURING PREFLIGHT PREPARATION FOR DEPARTURE FROM A SHORT FIELD THE PLT FAILED TO REMOVE THE PITOT TUBE COVERS. ON TAKEOFF ROLL, THE STALL WARNING LIGHT BEGAN TO FLICKER. PLT NOTED AIRSPEED WAS NOT REGISTERING BUT DID NOT CONSIDER THIS UNUSUAL IN THE EARLY PART OF A TAKEOFF ROLL. PLT TURNED LEFT STALL WARNING SWITCH OFF, THEN BACK ON, WARNING LIGHT REMAINED ON. PLT THEN INITIATED ABORT PROCEDURES, USING FULL REVERSE THRUST AND BRAKES. THE ACFT OVERRAN RUNWAY BY ABOUT 100 FT AND DOWN A ROUGH EMBANKMENT WHICH SEPARATED THE LANDING GEAR.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
3. (F) AIRSPEED INDICATOR - DISREGARDED - PILOT IN COMMAND
4. WARNING SYSTEM(OTHER) - ENGAGED
5. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2: COMPLETE GEAR COLLAPSED

Phase of Operation: TAKEOFF

Findings

7. (F) TERRAIN CONDITION - DOWNHILL
8. (F) TERRAIN CONDITION - ROUGH/UNEVEN
9. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	61, 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:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/06/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10440 hours (Total, all aircraft), 375 hours (Total, this make and model), 7542 hours (Pilot In Command, all aircraft), 76 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gates Learjet	Registration:	N1JR
Model/Series:	25B 25B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	188
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	03/27/1984, Annual	Certified Max Gross Wt.:	15500 lbs
Time Since Last Inspection:	71 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	3168 Hours	Engine Manufacturer:	GE
ELT:	Installed, not activated	Engine Model/Series:	610
Registered Owner:	PANARAMA FLIGHT SERVICE, INC.	Rated Power:	2950 lbs
Operator:	PANARAMA FLIGHT SERVICE, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUG, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1555	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	6 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 13° C
Precipitation and Obscuration:			
Departure Point:	WATERVILLE, ME (WVL)	Type of Flight Plan Filed:	IFR
Destination:	WHITE PLAINS, NY (HPN)	Type of Clearance:	
Departure Time:	1545 EDT	Type of Airspace:	

Airport Information

Airport:	LAFLEUR (WVL)	Runway Surface Type:	Asphalt
Airport Elevation:	332 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	VERNON A TAYLOR	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](#).