



National Transportation Safety Board Aviation Accident Final Report

Location:	HOLLYWOOD, FL	Accident Number:	MIA86LA149
Date & Time:	05/07/1986, 1800 EDT	Registration:	N55NJ
Aircraft:	Learjet 24	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT STATED HE MADE A NORMAL APCH AND LANDING BUT ON ROLLOUT DISCOVERED HE HAD NO BRAKES. THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY AND COLLIDED WITH A FENCE SURROUNDING A BALLPARK. POST CRASH EXAMINATION OF THE HYDRAULIC SYSTEM REVEALED THAT THE HYDRAULIC RESERVOIR WAS EMPTY AND THE MAIN ACCUMULATOR AND THE THRUST REVERSER ACCUMULATOR HAD NO AIR CHARGE.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - ROLL

Findings

1. (C) HYDRAULIC SYSTEM,RESERVOIR - LOW LEVEL
2. (C) AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
3. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - OTHER MAINTENANCE PERSONNEL

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Private	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Balloon; Glider; Gyroplane; Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/14/1986
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	13325 hours (Total, all aircraft), 2367 hours (Total, this make and model), 12963 hours (Pilot In Command, all aircraft), 236 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Learjet	Registration:	N55NJ
Model/Series:	24 24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24-162
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	11/21/1985, Continuous Airworthiness	Certified Max Gross Wt.:	13500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Jet
Airframe Total Time:		Engine Manufacturer:	GE
ELT:	Not installed	Engine Model/Series:	CJ610-4
Registered Owner:	MY WIFE YACHT SALES, INC.	Rated Power:	2850 lbs
Operator:	MY WIFE YACHT SALES, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 9 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1748 EDT	Direction from Accident Site:	80°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 17° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1750 EDT	Type of Airspace:	Class E

Airport Information

Airport:	NORTH PERRY (HWO)	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft	Runway Surface Condition:	Dry
Runway Used:	9R	IFR Approach:	None
Runway Length/Width:	3000 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).