



National Transportation Safety Board Aviation Accident Final Report

Location:	RUTLAND, VT	Accident Number:	NYC86LA202
Date & Time:	08/06/1986, 1455 EDT	Registration:	N921FP
Aircraft:	Learjet 55	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 2 None

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

THE LEAR 55 TAXIED OUT FOR TAKEOFF AND INADVERTENTLY ATTEMPTED A TAKEOFF ON THE WRONG RUNWAY. WHEN HE REALIZED HIS MISTAKE, HE ABORTED THE TAKEOFF BECAUSE HE KNEW THE RUNWAY LENGTH WAS SIGNIFICANTLY LESS THAN HIS REQUIRED FIELD LENGTH. INSUFFICIENT RUNWAY ALSO REMAINED FOR THE ABORTED TAKEOFF AND THE AIRCRAFT RAN OFF THE END OF THE RUNWAY AND HIT A STONE WALL. THE AIRCRAFT WAS DESTROYED BY FIRE AND THE CO-PILOT RECEIVED MINOR INJURIES WHILE THE PILOT AND THE PASSENGER WERE NOT INJURED.

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. LIGHT CONDITION - DAYLIGHT
2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (F) COMPLACENCY - PILOT IN COMMAND
4. (C) CHECKLIST - NOT USED - PILOT IN COMMAND
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

7. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	48, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/20/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7900 hours (Total, all aircraft), 1800 hours (Total, this make and model), 5300 hours (Pilot In Command, all aircraft), 145 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Learjet	Registration:	N921FP
Model/Series:	55 55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	55-103
Landing Gear Type:	Retractable - Tricycle	Seats:	13
Date/Type of Last Inspection:	03/31/1986, Continuous Airworthiness	Certified Max Gross Wt.:	19500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	901 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TFE-731-2-2B
Registered Owner:	FEDERAL PAPER BOARD CO., INC.	Rated Power:	3500 lbs
Operator:	EXECUTIVE AIR FLEET CORP.	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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	5 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	TETERBORO, NJ (TEB)	Type of Clearance:	IFR
Departure Time:	1445 EDT	Type of Airspace:	Class G

Airport Information

Airport:	RUTLAND (RUT)	Runway Surface Type:	Asphalt
Airport Elevation:	787 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3207 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	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/ .		

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](#).