



National Transportation Safety Board Aviation Accident Final Report

Location:	CARLSBAD, CA	Accident Number:	LAX92LA069
Date & Time:	12/23/1991, 0825 PST	Registration:	N44PA
Aircraft:	GATES LEARJET LEAR 25B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

3THE PILOT AND CO-PILOT REPORTED IN THEIR WRITTEN STATEMENTS THAT THE AIRPLANE WAS ABOVE GLIDESLOPE ON THE FINAL APPROACH. THEY SAID THE AIRPLANE TOUCHED DOWN ABOUT 1,500 FEET FROM THE APPROACH END OF THE 4,700 FEET LONG RUNWAY. THE PILOT SAID HE APPLIED THE BRAKES BUT COULD NOT STOP THE AIRPLANE ON THE RUNWAY. THE AIRPLANE DEPARTED THE END OF THE RUNWAY AND CONTINUED FORWARD OVER ROUGH AND UNEVEN TERRAIN. THE MAIN LANDING GEAR SHEARED OFF AND PENETRATED BOTH WINGS. THE AIRPLANE CAME TO A STOP IN A GULLY. OTHER WITNESSES LOCATED ON THE GROUND AND IN THE AIR TRAFFIC CONTROL TOWER REPORTED THE AIRPLANE WAS 'HIGH AND FAST' AND TOUCHED DOWN AT ABOUT MIDFIELD OR AFTER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT NOT ATTAINING THE PROPER TOUCHDOWN POINT BECAUSE OF EXCESSIVE ALTITUDE AND AIRSPEED, AND THE PILOT'S FAILURE TO PERFORM A GO-AROUND. A FACTOR IN THIS ACCIDENT WAS THE ROUGH AND UNEVEN TERRAIN WHICH WAS ENCOUNTERED AFTER THE AIRCRAFT DEPARTED THE RUNWAY.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. (C) AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-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):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/30/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6180 hours (Total, all aircraft), 117 hours (Total, this make and model), 4830 hours (Pilot In Command, all aircraft), 94 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GATES LEARJET	Registration:	N44PA
Model/Series:	LEAR 25B LEAR 25B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	144
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	01/02/2000, AAIP	Certified Max Gross Wt.:	15000 lbs
Time Since Last Inspection:	161 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	8117 Hours	Engine Manufacturer:	GE
ELT:	Not installed	Engine Model/Series:	CJ610-6A
Registered Owner:	FLIGHT MANAGEMENT, INC.	Rated Power:	2950 lbs
Operator:	FLIGHT MANAGEMENT, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	QLIA

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:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	TULSA, OK (TUL)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0730 CST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	MCCLELLAN-PALOMAR (CRQ)	Runway Surface Type:	Asphalt
Airport Elevation:	328 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4700 ft / 150 ft	VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Richard V Childress	Report Date:	04/23/1993
Additional Participating Persons:	ROY BILLINGS; SAN DIEGO, CA		
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](#).