



National Transportation Safety Board Aviation Accident Final Report

Location:	PHOENIX, AZ	Accident Number:	LAX93FA033
Date & Time:	11/07/1992, 2226 MST	Registration:	N169RF
Aircraft:	Sabreliner Corp. N-265-60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	8 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

UPON LANDING AT THE COMPLETION OF A CROSS COUNTRY FLIGHT, THE CAPTAIN OF THE TURBOJET AIRCRAFT EMPLOYED AERODYNAMIC BRAKING AND THRUST REVERSE TO SLOW THE AIRPLANE TO ABOUT 60 KNOTS. THE CAPTAIN WAS ALLOWING THE AIRPLANE TO ROLL TOWARD THE END OF THE RUNWAY WHERE THE OWNER/CO-PILOT'S HANGER WAS LOCATED. WITH ABOUT 4,000 FEET OF RUNWAY REMAINING, THE CAPTAIN APPLIED THE BRAKES. NO BRAKING ACTION WAS NOTED. THE AIRPLANE CONTINUED OFF THE END OF THE RUNWAY, THROUGH A FENCE AND BLOCK WALL INTO A PARKING LOT WHERE THE LEFT WING OF THE AIRPLANE WAS SEVERED. A POST CRASH FIRE CONSUMED ABOUT HALF OF THE AIRPLANE. EMERGENCY BRAKING PROCEDURES WERE NOT EMPLOYED. THE CREW REPORTED THAT THEY WERE UNABLE TO SHUT DOWN THE ENGINES. THE CO-PILOT LACKED EXPERIENCE IN THE AIRCRAFT AND CREW COORDINATION DURING THE APPROACH, LANDING, AND EMERGENCY WAS INEFFECTIVE. THE AIRPLANE TRAVELED ABOUT 11,000 FEET FROM POINT OF TOUCHDOWN TO POINT OF REST. EXAMINATION OF THE BRAKING AND HYDRAULIC SYSTEMS FAILED TO PINPOINT A MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE DELAY OF THE PIC TO APPLY NORMAL BRAKING AND HIS FAILURE TO EXECUTE THE APPROPRIATE EMERGENCY PROCEDURES. CONTRIBUTING TO THIS ACCIDENT WAS AN UNDETERMINED ANTISKID MALFUNCTION; THE COPILOT'S INEXPERIENCE IN THE AIRCRAFT; AND INADEQUATE CREW COORDINATION.

Findings

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

Phase of Operation: LANDING - ROLL

Findings

1. (F) LANDING GEAR,ANTI-SKID BRAKE SYSTEM - FAILURE,TOTAL

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - FENCE

3. (C) BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND

4. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

5. (F) CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND

6. (F) LACK OF FAMILIARITY WITH AIRCRAFT - COPILOT/SECOND PILOT

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Glider; Helicopter; Instrument Airplane; Instrument Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/28/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	8456 hours (Total, all aircraft), 961 hours (Total, this make and model), 7383 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Sabreliner Corp.	Registration:	N169RF
Model/Series:	N-265-60 N-265-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	306-045
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	08/31/1992, Continuous Airworthiness	Certified Max Gross Wt.:	20000 lbs
Time Since Last Inspection:	21 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	9366 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT12A-8
Registered Owner:	PRICE, HALFORD	Rated Power:	3300 lbs
Operator:	PRICE, HALFORD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	PHX, 1133 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2148 MST	Direction from Accident Site:	80°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	35 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / -2° C
Precipitation and Obscuration:			
Departure Point:	SALINA, KS (SLN)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1955 MST	Type of Airspace:	Class D

Airport Information

Airport:	PHOENIX SKYHARBOR (PHX)	Runway Surface Type:	Asphalt
Airport Elevation:	1133 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	Visual
Runway Length/Width:	11001 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	6 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	SCOTT R ERICKSON	Report Date:	09/28/1993
Additional Participating Persons:	ALLEN MCMAHAN; CHESTERFIELD, MO JOHN MECALO; CHESTERFIELD, MO ROY LECKER; SCOTTSDALE, AZ		
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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