



National Transportation Safety Board Aviation Accident Final Report

Location:	Utica, NY	Accident Number:	NYC04LA088
Date & Time:	03/19/2004, 0645 EST	Registration:	N800AW
Aircraft:	Gates Learjet 35A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The copilot was flying an ILS approach at an airspeed of Vref plus 10 knots, and the captain made visual contact with the runway about 350 feet agl. The airplane then drifted high on the glideslope, and the copilot decreased engine power. The sink rate subsequently became too great. By the time the captain called for a go-around, the airspeed had deteriorated, and the stick shaker activated. Although power was applied for the go-around, the airplane impacted the runway in a level attitude before the engines spooled up. The airplane came to rest in snow, about 20 feet off the left side of the runway, near mid-field.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The copilot's failure to maintain airspeed, and the captain's delayed remedial action, which resulted in an inadvertent stall and the subsequent hard landing.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) AIRSPEED - NOT MAINTAINED - COPILOT/SECOND PILOT
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - COPILOT/SECOND PILOT
4. GO-AROUND - ATTEMPTED - PASSENGER

Occurrence #2: HARD LANDING

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - RUNWAY

Factual Information

On March 19, 2004, about 0645 eastern standard time, a Gates Learjet 35A, N800AW, was substantially damaged while landing at Oneida County Airport (UCA), Utica, New York. The certificated airline transport pilot and certificated commercial pilot were not injured. Instrument meteorological conditions prevailed for the flight that departed Port Columbus International Airport, Columbus, Ohio. An instrument flight rules flight plan was filed for the air taxi cargo flight conducted under 14 CFR Part 135.

The copilot reported that he was the pilot flying the airplane at the time of the accident. The copilot utilized the ILS approach to runway 33, which was 6,002 feet long and 150 feet wide. The airplane was too high during the approach, and the copilot decreased engine power. The sink rate then became too great, and the flightcrew initiated a go-around. However, the airplane landed hard on the runway before the engines could spool up. The airplane subsequently came to rest in snow, about 20 feet off the left side of the runway, near mid-field.

The captain stated that the ILS approach was normal, with an airspeed of Vref plus 10 knots. He made visual contact with the runway about 350 feet agl. However, about 200 to 250 feet agl, with the runway in sight, the airplane drifted high on the glideslope. By the time the captain called for a go-around, the airspeed had deteriorated and the stick shaker activated. Although power was applied for the go-around, the airplane impacted the runway in a level attitude. After the impact, the engines spooled up. The thrust levers were then positioned to idle and the airplane skidded off the left side of the runway.

During the landing, the airplane sustained damage to the main landing gear and both wings. The flightcrew did not report any pre-impact mechanical malfunctions with the airplane.

The captain reported a total flight experience of 5,903 hours; of which, 2,036 hours were in the same make and model as the accident airplane. The copilot reported a total flight experience of approximately 3,956 hours; of which, 504 hours were in the same make and model as the accident airplane.

The reported weather at UCA, at 0656, was: wind from 060 degrees at 3 knots; visibility 9 miles; ceiling 200 feet overcast; temperature 19 degrees F; dew point 18 degrees F; altimeter 30.26 inches Hg.

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/20/2003
Occupational Pilot:		Last Flight Review or Equivalent:	01/09/2004
Flight Time:	5903 hours (Total, all aircraft), 2036 hours (Total, this make and model), 4506 hours (Pilot In Command, all aircraft), 229 hours (Last 90 days, all aircraft), 93 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
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--no waivers/lim.	Last FAA Medical Exam:	02/17/2004
Occupational Pilot:		Last Flight Review or Equivalent:	09/16/2003
Flight Time:	3956 hours (Total, all aircraft), 504 hours (Total, this make and model), 3397 hours (Pilot In Command, all aircraft), 229 hours (Last 90 days, all aircraft), 93 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gates Learjet	Registration:	N800AW
Model/Series:	35A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	35A-149
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	03/17/2004, AAIP	Certified Max Gross Wt.:	18500 lbs
Time Since Last Inspection:	11.3 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	15331.4 Hours	Engine Manufacturer:	Garrett
ELT:	Installed, not activated	Engine Model/Series:	TFE731-2-2C
Registered Owner:	Airnet Systems Inc.	Rated Power:	3500 lbs
Operator:	Airnet Systems Inc.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	BSYA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	UCA, 742 ft msl	Distance from Accident Site:	
Observation Time:	0656 EST	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	9 Miles
Lowest Ceiling:	Overcast / 200 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	-7° C / -8° C
Precipitation and Obscuration:			
Departure Point:	Columbus, OH (CMH)	Type of Flight Plan Filed:	IFR
Destination:	Utica, NY (UCA)	Type of Clearance:	IFR
Departure Time:	0545 EST	Type of Airspace:	Class D

Airport Information

Airport:	Oneida County Airport (UCA)	Runway Surface Type:	Asphalt
Airport Elevation:	742 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	ILS
Runway Length/Width:	6002 ft / 150 ft	VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.145000, -75.383889

Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Report Date:	12/03/2004
Additional Participating Persons:	Jack A Strange; FAA FSDO-01; Latham, NY		
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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