



## National Transportation Safety Board Aviation Accident Factual Report

---

<b>Location:</b>	KANSAS CITY, MO	<b>Accident Number:</b>	CHI97LA049
<b>Date &amp; Time:</b>	01/01/1997, 0230 CST	<b>Registration:</b>	N8040A
<b>Aircraft:</b>	Gates Learjet LR35	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 135: Air Taxi & Commuter - Non-scheduled

---

On January 1, 1997 at 0230 central standard time (cst), a Gates Lear Jet, N8040A, was substantially damaged when the airplane went off the left side, and past the departure end of runway 03, at the Kansas City Downtown Airport, Kansas City, Missouri. The airplane struck two aircraft, and a hanger after departing the runway. Neither flight crew member was injured in the accident. The 14 CFR Part 135 flight was operating on an instrument flight plan, and instrument meteorological conditions prevailed at the time of the accident.

The airplane had just executed an ILS runway 03 approach, and had been cleared to land by the control tower operator. The control tower operator witnessed the touch down of the aircraft, and reported that the airplane landed on the runway with approximately 2,000 feet of runway remaining. The tower operator advised the crew of the airplane that they were going to run out of runway, after the airplane had landed. There was no response from the crew of the Gates Lear Jet on tower frequency, following the tower operator's advisory.

The airplane was inspected by a representative from the Federal Aviation Administration (FAA), on the day of the accident. The representative reported that he observed skid marks on the runway which began approximately 2,000 feet from the end of runway 03. The skid marks went from the center of the runway to the left side of the runway, and then continued through the grass. The airplane was found with the flaps set at 20 degrees and the drag chute stowed. The airplane flight manual, and company procedure recommend the use of forty degrees of flaps during landing. The altitude bug on the copilots altimeter was set at 900 feet. The decision height for the approach to runway 03 is listed at 994 feet. A review of the airframe and engines by the FAA representative did not reveal any abnormalities.

In an interview of the pilot following the accident the pilot reported that runway 03 was chosen, because it had the minimum visibility required for the approach. The pilot was also aware that he was landing the airplane with almost a direct tailwind. Both pilots had flown into the airport where the accident occurred, on prior flights. The pilot did not report that there were any malfunctions with the airframe or engines.

The weather at the time of the accident was reported as 100 feet overcast with a runway 03

visibility range of 5,000 feet, the wind was from 200 degrees at 10 knots. The runway was wet.

The last radar data for the accident aircraft showed that at 1,000 feet (six feet above decision height) N8040A had a ground speed of 176 knots.

The airplane's nose was crushed from hitting the other aircraft, and impacting with the hanger, the right tip tank had ruptured.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/23/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8132 hours (Total, all aircraft), 4711 hours (Total, this make and model), 3937 hours (Pilot In Command, all aircraft), 234 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Gates Learjet	<b>Registration:</b>	N8040A
<b>Model/Series:</b>	LR35 LR35	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	35-048
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	AAIP	<b>Certified Max Gross Wt.:</b>	18000 lbs
<b>Time Since Last Inspection:</b>	180 Hours	<b>Engines:</b>	2 Turbo Fan
<b>Airframe Total Time:</b>	8163 Hours	<b>Engine Manufacturer:</b>	Garrett
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TFE-731-2-2B
<b>Registered Owner:</b>	AIRNET SYSTEMS INC.	<b>Rated Power:</b>	3500 lbs
<b>Operator:</b>	AIRNET SYSTEMS INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	US CHECK	<b>Operator Designator Code:</b>	BSYA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MKC, 759 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0225 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0.75 Miles
Lowest Ceiling:	Overcast / 100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11° C / 11° C
Precipitation and Obscuration:			
Departure Point:	DENVER, CO (APA)	Type of Flight Plan Filed:	IFR
Destination:	(MKC)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class D

## Airport Information

Airport:	KANSAS CITY DOWNTOWN (MKC)	Runway Surface Type:	Concrete
Airport Elevation:	759 ft	Runway Surface Condition:	Wet
Runway Used:	3	IFR Approach:	ILS
Runway Length/Width:	5022 ft / 150 ft	VFR Approach/Landing:	None

## 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:	

## Administrative Information

Investigator In Charge (IIC):	DAVID A BOLDENOW
Additional Participating Persons:	RICH W CARLSON; KANSAS CITY, MO
Investigation Docket:	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .