



National Transportation Safety Board Aviation Accident Data Summary

Location:	KANSAS CITY, MO	Accident Number:	CHI97LA049
Date & Time:	01/01/1997, 0230 CST	Registration:	N8040A
Aircraft:	Gates Learjet LR35	Injuries:	2 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The airplane had just executed an ILS runway 3 approach and was cleared to land by the control tower operator. The landing approach was flown with excessive airspeed. The airplane touched down on the runway with approximately 2,000 feet of runway remaining, and tire skid marks were seen for approximately 2,000 feet on the runway. The airplane went off the runway, past the departure end of the runway, and collided with 2 aircraft and a hangar. The airplane was not configured correctly for landing. The flaps were found at 20 degrees; both the AFM and company procedure recommend 40 degrees for landing. The drag chute had not been used. A review of the airframe and engines did not reveal any abnormalities, and the pilots did not report any malfunctions with the airframe or engines. The weather at the time of the accident was reported as 100 feet overcast with a runway 3 visibility range of 5,000 feet, the wind was from 200 degrees at 10 knots. The runway was wet.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the flightcrew's excessive airspeed and failure to attain a proper touchdown point on the runway. Factors were: the fog, wet runway, tailwind and improper procedures by the flight crew.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - TAILWIND
5. (C) AIRSPEED - EXCESSIVE - FLIGHTCREW
6. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - FLIGHTCREW
7. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - FLIGHTCREW
8. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

9. OBJECT - AIRCRAFT PARKED/STANDING
10. OBJECT - HANGAR/AIRPORT BUILDING

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	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

Aircraft Make:	Gates Learjet	Registration:	N8040A
Model/Series:	LR35 LR35	Engines:	2 Turbo Fan
Operator:	AIRNET SYSTEMS INC.	Engine Manufacturer:	Garrett
Operating Certificate(s) Held:	None	Engine Model/Series:	TFE-731-2-2B
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MKC, 759 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 100 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 200°
Temperature:	11°C	Visibility:	0.75 Miles
Precipitation and Obscuration:			
Departure Point:	DENVER, CO (APA)	Destination:	(MKC)

Airport Information

Airport:	KANSAS CITY DOWNTOWN (MKC)	Runway Surface Type:	Concrete
Runway Used:	3	Runway Surface Condition:	Wet
Runway Length/Width:	5022 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): DAVID A BOLDENOW Adopted Date: 08/25/1997

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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