



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LAKE TAHOE, CA	<b>Accident Number:</b>	LAX87LA032
<b>Date &amp; Time:</b>	11/01/1986, 1830 PST	<b>Registration:</b>	N711TJ
<b>Aircraft:</b>	Learjet 24	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

AT THE END OF A CROSS COUNTRY FLIGHT, THE PILOT EXPERIENCED LIGHT TO MODERATE TURBULENCE ON SHORT FINAL WHILE EXECUTING A DOWN WIND APPROACH TO THE LAKE TAHOE AIRPORT. APPROXIMATELY 50 FEET AGL OVER THE RUNWAY, THE AIRCRAFT EXITED THE TURBULENCE AND TOUCHED DOWN APPROXIMATELY MID FIELD. THE PILOT APPLIED MODERATE BRAKING THEN STATED THE BRAKES FAILED. THE PILOT THEN ELECTED TO EXIT THE RUNWAY TO THE RIGHT, 200 FEET FROM THE END OF THE RUNWAY WHERE THE AIRCRAFT CRASHED IN A DITCH. INSPECTION OF THE BRAKING SYSTEM REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (F) WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

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Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

3. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - DITCH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	41, 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>	06/17/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14000 hours (Total, all aircraft), 40 hours (Total, this make and model), 13600 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Learjet	<b>Registration:</b>	N711TJ
<b>Model/Series:</b>	24 24	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	011
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	08/01/1986, Unknown	<b>Certified Max Gross Wt.:</b>	13300 lbs
<b>Time Since Last Inspection:</b>	47 Hours	<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>	7010 Hours	<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	CJ610-4
<b>Registered Owner:</b>	JET CHARTER INTERNATIONAL	<b>Rated Power:</b>	2950 lbs
<b>Operator:</b>	JET CHARTER INTERNATIONAL	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TVL, 6264 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1838 PST	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:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C / -7°C
Precipitation and Obscuration:			
Departure Point:	SAN FRANCISCO, CA (SFO)	Type of Flight Plan Filed:	IFR
Destination:	LAKE TAHOE, CA (TVL)	Type of Clearance:	IFR
Departure Time:	1800 PST	Type of Airspace:	Class E

## Airport Information

Airport:	LAKE TAHOE (TVL)	Runway Surface Type:	Asphalt
Airport Elevation:	6264 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	8544 ft / 150 ft	VFR Approach/Landing:	Full Stop; Straight-in

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	7 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	
Additional Participating Persons:	EARL MORGAN; RENO,		
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 <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> .		

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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](#).