



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

Findings

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

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - DITCH

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	41
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:	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

Aircraft Make:	Learjet	Registration:	N711TJ
Model/Series:	24 24	Engines:	2 Turbo Jet
Operator:	JET CHARTER INTERNATIONAL	Engine Manufacturer:	GE
Operating Certificate(s) Held:	Commuter Air Carrier (135)	Engine Model/Series:	CJ610-4
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TVL, 6264 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 340°
Temperature:	6°C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	SAN FRANCISCO, CA (SFO)	Destination:	LAKE TAHOE, CA (TVL)

Airport Information

Airport:	LAKE TAHOE (TVL)	Runway Surface Type:	Asphalt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	8544 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): DEBRA J ECKROTE

Adopted 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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.