



National Transportation Safety Board Aviation Accident Final Report

Location:	Victorville, CA	Accident Number:	LAX01TA204
Date & Time:	06/07/2001, 1140 PDT	Registration:	N805NA
Aircraft:	Gates Learjet LR-24A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Public Aircraft		

Analysis

The copilot inadvertently induced a lateral oscillation and lost control of the airplane while practicing touch-and-go landings. The pilot made the first touch-and-go. The copilot successfully made the second touch-and-go. The copilot attempted the third touch-and-go. At 50 feet, he disengaged the yaw damper and entered a pilot induced lateral oscillation. The airplane rapidly decelerated and developed a high sink rate. The airplane dragged the right tip fuel tank, which separated from the airplane, and the airplane bounced back into the air. The airplane landed hard, the main landing gear collapsed, and the airplane skidded to a stop off the right side of the runway. Both pilots and the passenger deplaned through the main entry door. The pilot-in-command had not demonstrated the handling characteristics of the airplane with the yaw damper off, and he felt he did not react quickly enough to prevent the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The copilot inadvertently induced a lateral oscillation resulting in an in-flight loss of control. The pilot-in-command failed to adequately supervise the copilot.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - COPILOT/SECOND PILOT
2. (C) PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - COPILOT/SECOND PILOT
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. WING, WINGTIP - SEPARATION
5. LANDING GEAR - COLLAPSED

Factual Information

On June 7, 2001, about 1140 hours Pacific daylight time, a Gates Learjet LR-24A, N805NA, made a hard landing at Southern California Logistics Airport, Victorville, California. The National Aeronautics and Space Administration (NASA) was operating the airplane as a public-use flight. The airline transport pilot captain, copilot, and one passenger were not injured; the airplane sustained substantial damage. The local training flight departed Edwards Air Force Base, California, about 1055. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot submitted a written statement outlining the following history of flight. After completing local air work, the flight proceeded to Victorville to practice touch-and-go landings. The pilot made the first touch-and-go. The copilot successfully made the second touch-and-go. The copilot attempted the third touch-and-go. At 50 feet, he disengaged the yaw damper and entered a pilot induced lateral oscillation. The airplane rapidly decelerated and developed a high sink rate. The airplane dragged the right wing tip fuel tank, which separated from the airplane, and the airplane bounced back into the air. The airplane landed hard, the main landing gear collapsed, and the airplane skidded to a stop off the right side of the runway. Both pilots and the passenger deplaned through the main entry door. The pilot-in-command stated that he had not demonstrated the handling characteristics of the airplane with the yaw damper off. He felt he did not react quickly enough to prevent the accident.

Pilot Information

Certificate:	Airline Transport	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
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 2 With Waivers/Limitations	Last FAA Medical Exam:	02/16/2001
Occupational Pilot:		Last Flight Review or Equivalent:	06/25/2000
Flight Time:	8550 hours (Total, all aircraft), 40 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 134 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	47, 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:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	11/18/2000
Flight Time:	1800 hours (Total, all aircraft), 10 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gates Learjet	Registration:	N805NA
Model/Series:	LR-24A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	24-102
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	05/30/2001, Annual	Certified Max Gross Wt.:	13500 lbs
Time Since Last Inspection:	4 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	10679 Hours	Engine Manufacturer:	GE
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	CJ610-6
Registered Owner:	National Aeronautics and Space Administration	Rated Power:	2950 lbs
Operator:	National Aeronautics and Space Administration	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KVCV, 2850 ft msl	Distance from Accident Site:	
Observation Time:	1141 PDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	33° C
Precipitation and Obscuration:			
Departure Point:	Edwards, CA (EDW)	Type of Flight Plan Filed:	None
Destination:	Victorville, CA (VCV)	Type of Clearance:	None
Departure Time:	1055 PDT	Type of Airspace:	Class D

Airport Information

Airport:	Souther California Logistics (VCV)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	2850 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	9138 ft / 150 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	HOWARD D PLAGENS	Report Date:	11/28/2001
Additional Participating Persons:	OWEN DULLAGHAN; FAA Flight Standards District Office; Riverside, CA		
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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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](#).