



National Transportation Safety Board Aviation Accident Factual Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | Amarillo, TX | Accident Number: | DFW05CA174 |
| Date & Time: | 07/01/2005, 1130 CDT | Registration: | N345MC |
| Aircraft: | Learjet 25 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 4 None |

Flight Conducted Under: Part 91: General Aviation - Personal

On July 1, 2005, at 1130 central daylight time (CDT), a twin-turbojet Learjet 25 airplane, N345MC, was substantially damaged when it struck a runway distance marker following a loss of directional control while landing at the Rick Husband Amarillo International Airport (AMA), near Amarillo, Texas. The airline transport rated captain, commercial pilot first officer, and 2 passengers were not injured. The airplane was registered to MCOCO Inc., of Houston, Texas, and operated by Air America Jet Charter, of Houston, Texas. Visual meteorological conditions prevailed and an instrument flight rules flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The 466-nautical mile cross country flight originated from the William P. Hobby Airport (HOU) near Houston, Texas, at 1010 CDT.

The 7,300-hour captain reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that approximately 30 miles from the airport he noticed the left wingtip fuel tank was "heavy." He started to transfer fuel, and then stopped the transfer due to being on approach and preparing to land. After being cleared for a visual approach to Runway 04 (13,502 feet long by 300 feet wide grooved concrete runway), the pilot stated that he was able to trim the airplane for "hands off." During the final approach, the pilot noted that the airplane "would not bank to the right without almost full right aileron." The airplane "started raising right wing as full aileron was applied, even with the first officer assisting." At this point, the pilot added that the right wing stopped coming up, but would not go level.

The captain further reported that he elected to land rather than add full power and go-around, instead of risking a potential roll situation. The captain added that "alignment to runway was off due to right wing." Subsequently, the airplane exited the left side of the runway striking a runway distance marker.

The first officer reported to an Federal Aviation Administration (FAA) inspector that the landing fuel load was as follows:

Left Wingtip Tank: 600 pounds

Left Wing Tank: 1,100 - 1,300 pounds

Fuselage Tank: 400 - 500 pounds

Right Wing Tank: 1,000 - 1,200 pounds

Right Wing Tip Tank: 300 - 400 pounds

Maintenance personnel at a repair facility in San Antonio, Texas, where the airplane was ferried for maintenance, stated that they were not able to find any discrepancies in the fuel transfer system.

At 1141, the automated surface observation system at AMA reported wind from 130 degrees at 17 knots, visibility 10 statute miles, few clouds at 7,000 feet, scattered clouds at 12,000 feet, temperature 28 degrees Celsius, dew point 13 degrees Celsius, and an altimeter setting of 30.09 inches of Mercury. The runway was reported as dry during the time of the mishap.

Pilot Information

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| Certificate: | Airline Transport | Age: | 62, 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: | |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 | Last FAA Medical Exam: | 06/01/2005 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 04/01/2005 |
| Flight Time: | 7300 hours (Total, all aircraft), 3500 hours (Total, this make and model), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft) | | |

Co-Pilot Information

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|----------------------------------|---------|--|----------------------------|
| Certificate: | | Age: | 25, Male |
| Airplane Rating(s): | | Seat Occupied: | Right |
| Other Aircraft Rating(s): | | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | | Second Pilot Present: | |
| Instructor Rating(s): | | Toxicology Performed: | |
| Medical Certification: | Class 1 | Last FAA Medical Exam: | 10/01/2004 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|-------------------------------|-------------------------|--------------------------------|--------------------------|
| Aircraft Make: | Learjet | Registration: | N345MC |
| Model/Series: | 25 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 046 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 2 Turbo Jet |
| Airframe Total Time: | | Engine Manufacturer: | General Electric |
| ELT: | | Engine Model/Series: | CJ610-6 |
| Registered Owner: | MCOCO Inc. | Rated Power: | |
| Operator: | MCOCO Inc. | Operating Certificate(s) Held: | On-demand Air Taxi (135) |
| Operator Does Business As: | Air America Jet Charter | Operator Designator Code: | VKMA |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | AMA | Distance from Accident Site: | |
| Observation Time: | 1141 | Direction from Accident Site: | |
| Lowest Cloud Condition: | Few / 7000 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 150° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.08 inches Hg | Temperature/Dew Point: | 29° C / 14° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Houston, TX (HOU) | Type of Flight Plan Filed: | IFR |
| Destination: | Amarillo, TX (AMA) | Type of Clearance: | IFR |
| Departure Time: | 1010 CDT | Type of Airspace: | |

Airport Information

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|----------------------|------------------------------|---------------------------|----------|
| Airport: | Amarillo International (AMA) | Runway Surface Type: | Concrete |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 4 | IFR Approach: | Visual |
| Runway Length/Width: | | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|------------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | |
| Total Injuries: | 4 None | Latitude, Longitude: | 35.219167, -101.705833 |

Administrative Information

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| Investigator In Charge (IIC): | Frank McGill |
| Additional Participating Persons: | Arturo Castillo; Lubbock, Texas |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . |