



National Transportation Safety Board Aviation Accident Data Summary

Location:	New York, NY	Accident Number:	MIA08LA086
Date & Time:	04/03/2008, 2014 EDT	Registration:	N750WM
Aircraft:	Cessna 750	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The copilot (CP) was flying and air traffic control (ATC) was vectoring the airplane for an approach to a 10,000-foot long, 150-foot-wide runway, when an amber abnormal indicator light illuminated on the engine indicating and crew alert system (EICAS), indicating the hydraulic fluid on system A was low. The pilot-in-command (PIC) and the CP completed the checklist procedures down to the blow down of the landing gear. The flight crew did not follow the checklist sequence, and they did not evaluate the hydraulic pump to see if the hydraulic pump pressure could be restored. The flight crew turned on the A side pump, the power transfer unit was engaged, and the landing gear was lowered. The flight crew did not inform ATC of the loss of hydraulic fluid. The airplane touched down on the first 1,000 feet of runway 13L, and the CP informed the PIC that the brakes were not working. The PIC activated the emergency brakes one time, which appeared to work. The CP did not report any problems with nose wheel steering. The CP applied reverse thrust and the arm extend light illuminated on the right thrust reverser. The airplane started veering to the right and the CP could not maintain directional control. The PIC continued pulling the emergency brake handle as the airplane went off the right side of the runway, sheared off the left main landing gear, and came to a complete stop. Download of the EICAS system revealed the CP did not take the right thrust reverser out of reverse thrust. Review of airplane logbooks revealed the left hydraulic reservoir installed in the airplane was a repaired unit. The unit had been removed from another airplane due to an EICAS message stating it was empty when it was full. The switch was found to be out of adjustment. The unit was inspected and no anomalies were noted.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The co-pilot's failure to maintain directional control during the landing roll. Contributing to the accident was a loss of system A hydraulic fluid for undetermined reasons and the flight crew's failure to follow the checklist sequence.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) HYDRAULIC SYSTEM, RESERVOIR - LEAK
2. (F) CHECKLIST - NOT FOLLOWED - FLIGHTCREW
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT/SECOND PILOT

Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - RUNWAY

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	71
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	29000 hours (Total, all aircraft), 915 hours (Total, this make and model), 22500 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer	Age:	68
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	18705 hours (Total, all aircraft), 900 hours (Total, this make and model), 7110 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N750WM
Model/Series:	750	Engines:	2 Turbo Fan
Operator:	WM Aviation LLC	Engine Manufacturer:	Allison
Air Carrier Operating Certificate:	None	Engine Model/Series:	AE-3007C
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	JFK, 13 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 9000 ft agl
Condition of Light:	Night	Wind Speed/Gusts, Direction:	12 knots, 180°
Temperature:	6°C / -2°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Orlando, FL (MCO)	Destination:	New York, NY (JFK)

Airport Information

Airport:	John F. Kennedy Intl Airport (KJFK)	Runway Surface Type:	Asphalt
Runway Used:	13L	Runway Surface Condition:	Dry
Runway Length/Width:	10000 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

Administrative Information

Investigator In Charge (IIC):	Carrol A Smith	Adopted Date:	09/26/2008
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.