



NTSB National Transportation Safety Board

Office of Aviation Safety



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**East Coast Jets
Hawker Beechcraft
125-800A
Owatonna, MN**

**John Lovell
Investigator-in-Charge**

History of Flight

- July 31, 2008
- 9:45 AM central daylight time
- Hawker Beechcraft 125-800A
- East Coast Jets
- Owatonna, Minnesota

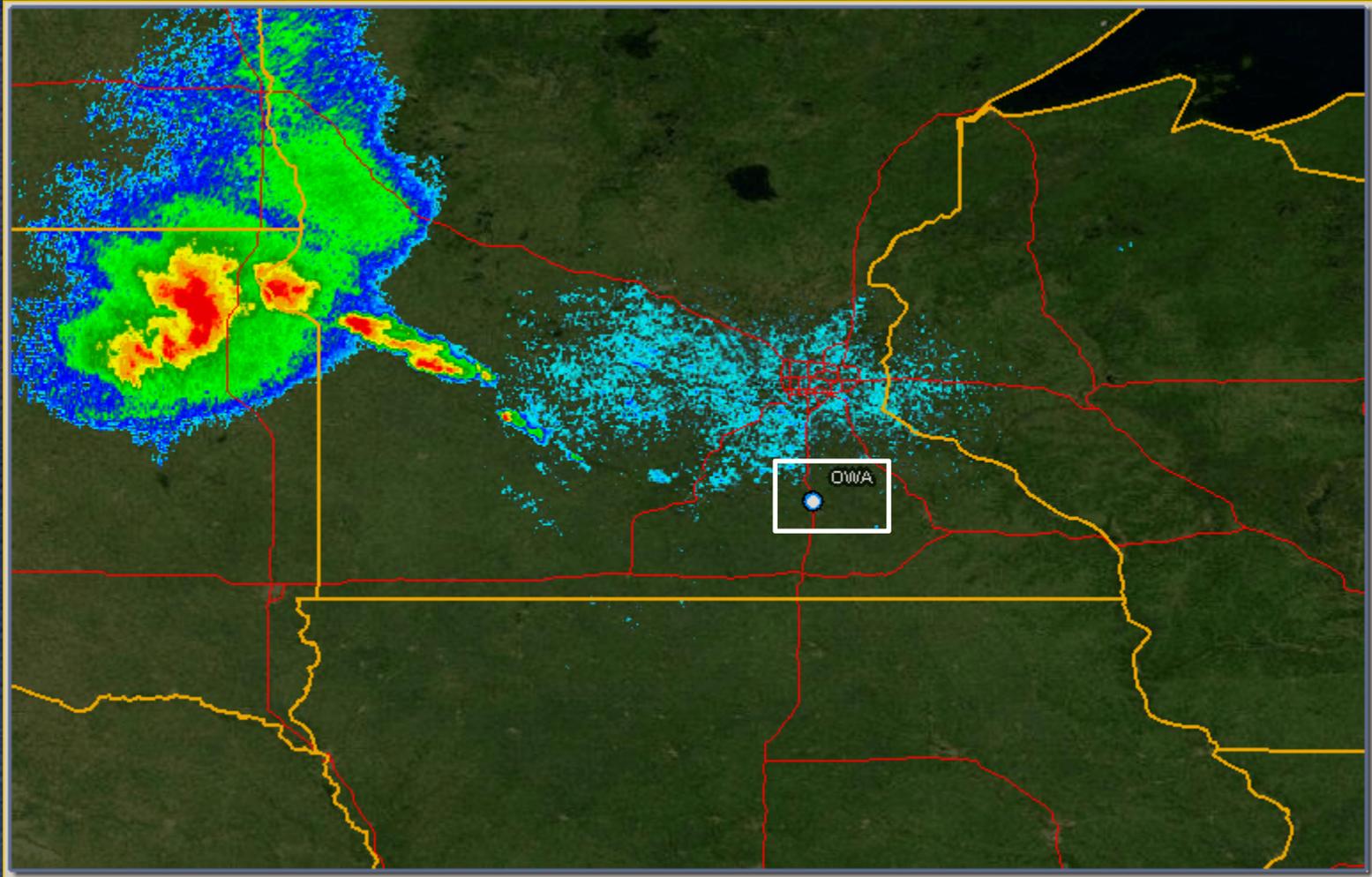
History of Flight

- Two pilots, and six passengers fatally injured
- Airplane destroyed
- Nonscheduled 14 CFR Part 135
- Visual meteorological conditions
- Instrument flight rules

History of Flight

- Second leg of 5-leg trip sequence
- Captain was pilot flying
- CVR installed, no FDR

Preflight Weather Briefing



History of Flight

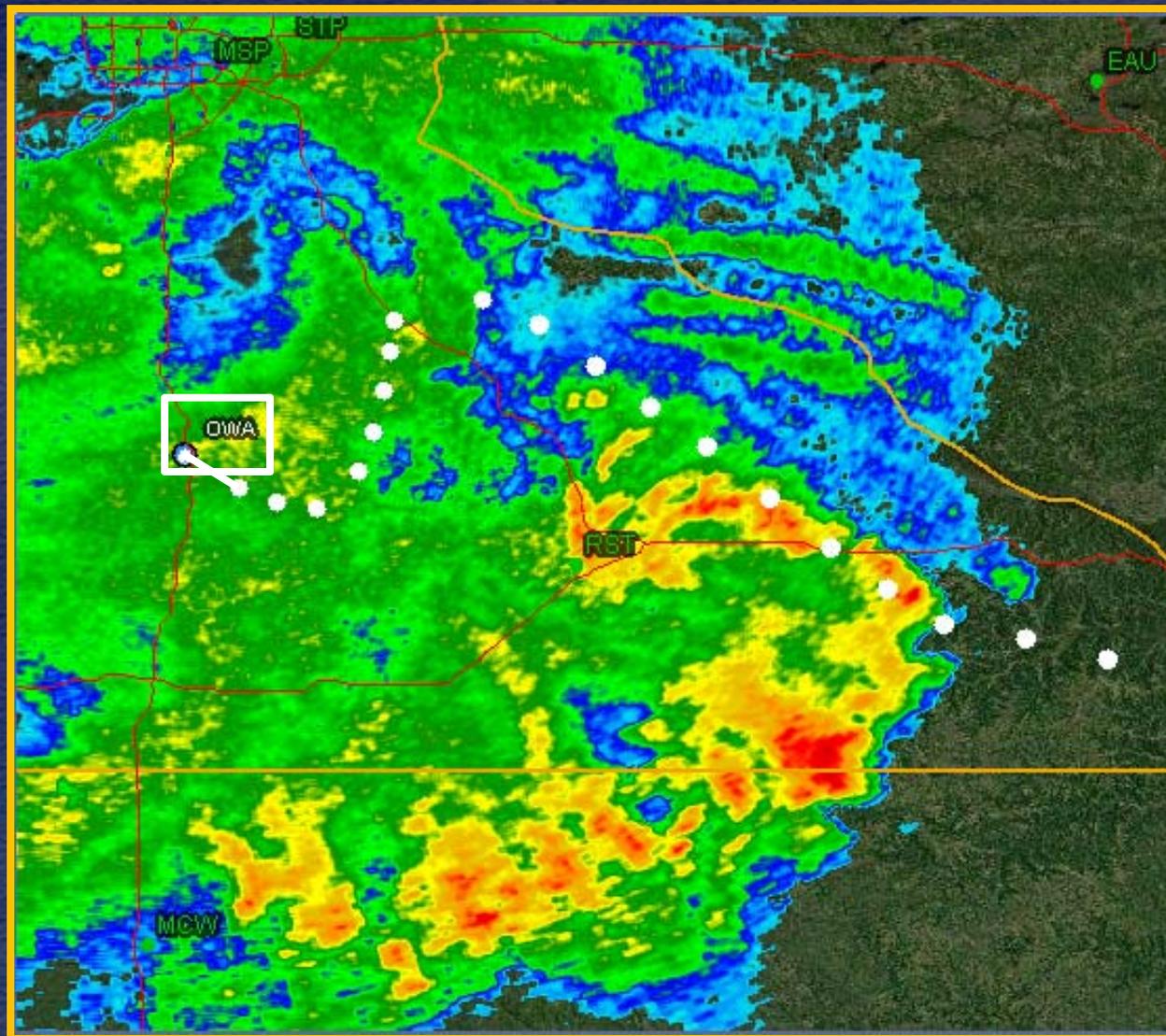
- AWOS 20 minutes before landing
 - Winds calm
 - Thunderstorms and rain in the area
 - Lightning all quadrants
- ATC informed crew about extreme weather
- Recommended not penetrate
- Course deviation around weather

History of Flight

- 7 minutes out, 20-minute old weather
 - Winds 320° at 8 knots
 - Thunderstorms, light rain, and lightning
- Crew hurried, no AWOS update, and no discussion about weather
- No approach briefing
- Partial checklist completion, nonessential conversation, and no crew coordination



Weather Radar 0916-0946 CDT



History of Flight

- Last 11 minutes of flight
 - First officer called FBO three times
 - Two times below 10,000 ft (last 2 minutes before landing)
- Captain flew airplane, unmonitored
 - Extended landing gear
 - Contacted ATC
 - Performed essential cockpit duties
- First officer briefed on passengers and fuel 1,000 ft agl

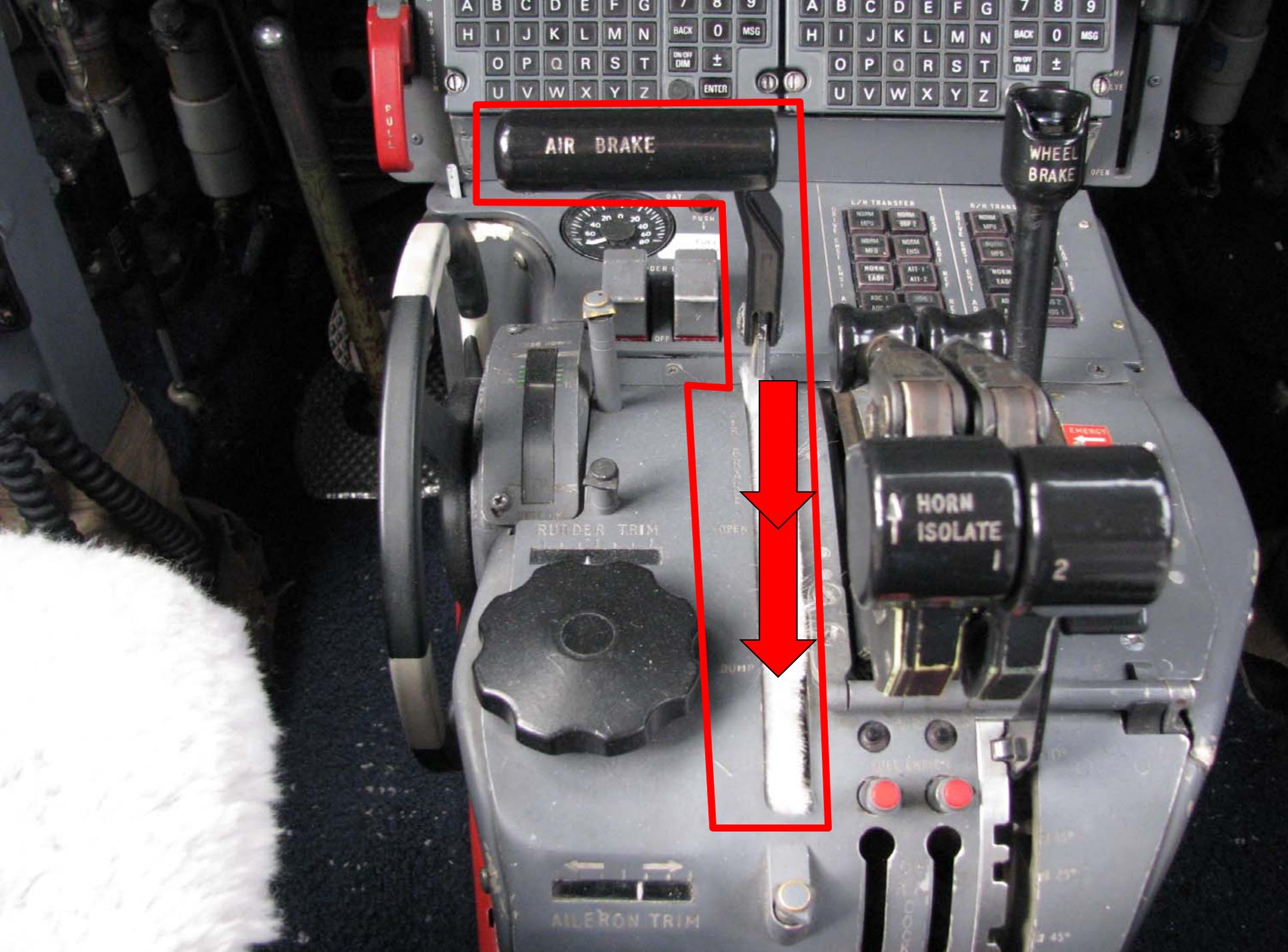


History of Flight

- Runway 30
 - 5,500-ft ungrooved, concrete runway
- Moderate rain at the time
- Captain - “I’m goin’ right to the tiller and the brakes”
- 8-kt tailwind
- Touched down about 1,100 feet

History of Flight

- No thrust reversers installed
- Lift dump activated by moving airbrake handle beyond OPEN position
- Lift-dump system interconnects
 - Airbrakes
 - Flaps



AIR BRAKE

WHEEL BRAKE

0 20 40 60 80 100

RUDER TRIM

HORN ISOLATE
1 2

AILERON TRIM



Upper airbrake

Flap

Hawker Beechcraft 125-800A lift dump (looking forward)

History of Flight

- CVR recording
 - Flight crew callouts
 - Airbrake lever sounds
- First officer - "we're dumped" then "we're not dumped"
- Lift dump delayed about 7 seconds

History of Flight

- 17 seconds after touchdown
- Captain stated, “flaps”
 - Thrust increased
 - Go-around initiated
- Overran runway
- Lifted off and struck localizer antenna
- Came to rest 2,136 feet past runway end

Investigation

- No preimpact failures of the airplane structure, systems, or engines
- Flaps found at 0°
- Accident not survivable
- EGPWS provided limited data
- No evidence of hydroplaning

Safety Issues

- Procedures for Part 135 operations
- Go-around guidance
- Weather training and preflight weather briefings
- Line checks
- Pilot fatigue and sleep disorders

Parties and Other Participants

- Federal Aviation Administration
- East Coast Jets
- Hawker Beechcraft Corporation
- Honeywell Corporation
- Air Accidents Investigations Branch
of the United Kingdom
 - BAe Systems



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