

National Transportation Safety Board  
Washington, DC 20594

Printed on : 2/17/2009 12:37:27 AM

Brief of Accident

Adopted 05/30/2006

NYC05LA085  
File No. 19684                      05/15/2005                      Atlantic City, NJ                      Aircraft Reg No. OY-JET                      Time (Local): 15:48 EDT

Make/Model: Cessna / 525A  
Engine Make/Model: Williams International / FJ44-2C  
Aircraft Damage: Substantial  
Number of Engines: 2  
Operating Certificate(s): None  
Type of Flight Operation: Business  
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	3

Last Depart. Point: Burlington, VT  
Destination: Atlantic City, NJ  
Airport Proximity: On Airport/Airstrip  
Airport Name: Atlantic City Municipal Airpor  
Runway Identification: 11  
Runway Length/Width (Ft): 2948 / 100  
Runway Surface: Asphalt  
Runway Surface Condition: Dry

Condition of Light: Day  
Weather Info Src: Weather Observation Facility  
Basic Weather: Visual Conditions  
Lowest Ceiling: None  
Visibility: 10.00 SM  
Wind Dir/Speed: 280 / 009 Kts  
Temperature (°C): 23  
Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command                      Age: 61

Flight Time (Hours)

Certificate(s)/Rating(s)  
Private; Multi-engine Land; Single-engine Land; Helicopter

Total All Aircraft: 2500  
Last 90 Days: Unk/Nr  
Total Make/Model: 368  
Total Instrument Time: Unk/Nr

Instrument Ratings  
None

The pilot performed "a low pass" over the runway, and then touched down approximately 1,000 feet beyond the approach end of the 2,948-foot long runway, with a tailwind of approximately 10 knots. After touchdown, the airplane continued off the end of the runway, and subsequently impacted water. According to the Cessna 525A Landing Distance Chart, an airplane with a landing weight of 11,400 pounds required 3,000 feet of landing distance, in a no wind situation. With a 10 knot tailwind, the airplane required 3,570 feet of landing distance. The published airport diagram for the airport, was observed attached to the pilot's control column after the accident. A notation, which read, "airport closed to jet aircraft" was observed on the diagram. Additionally, the same notation, "Arpt CLOSED to jet traffic," was observed in the FAA Airport/Facility Directory. Examination of the airplane revealed no mechanical deficiencies.

Brief of Accident (Continued)

NYC05LA085  
File No. 19684

05/15/2005

Atlantic City, NJ

Aircraft Reg No. OY-JET

Time (Local): 15:48 EDT

---

Occurrence #1: OVERRUN  
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - TAILWIND
  2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
  5. DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - WATER

Findings Legend: (C) = Cause, (F) = Factor

---

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's improper decision to plan a flight to a runway of insufficient length, his improper in-flight decision to land on that inadequate runway with a tailwind, and his failure to obtain the proper touchdown point. A factor in the accident was the tailwind condition.