

NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF AVIATION SAFETY

May 31, 2012

FACTUAL REPORT OF ON SCENE CABIN DOCUMENTATION

A. ACCIDENT : ERA12FA056
LOCATION : Key West, Florida
DATE : October 31, 2011
TIME : 1940 Eastern Daylight Time (EDT)¹
AIRPLANE : Gulfstream G-150, N480JJ

B. CABIN DOCUMENTATION GROUP

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C. SUMMARY

On October 31, 2011, at about 1940 eastern daylight time, an Israel Aircraft Industries G150, N480JJ, went off the end of the runway on landing roll out. The nose landing gear collapsed and the airframe sustained structural damage. Visual meteorological conditions prevailed and an instrument flight rules (IFR), flight plan was filed. The certificated airline transport rated pilot-in-command (PIC), airline transport rated co-pilot and one passenger reported minor injuries. One passenger sustained serious injuries. The flight departed from Witham Field Airport (SUA), Stuart, Florida at 1900 enroute to Key West International Florida (EYW), Key West, Florida. The flight was conducted under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight.

¹ Unless otherwise noted, all times herein are local time and based on the 24-hour clock.

D. DETAILS OF THE INVESTIGATION

The following cabin information was documented during the onscene investigation at Key West, Florida, on November 2, 2011.

- The LH Seat #2 was lying on its side in the aisle and was not secured to the floor (See Figure 1). The seat was reported by aircraft occupants to have come loose from the tracks during the accident. Inspection of the seat found that both the seat tracks and seat attachment hardware were in very good condition. The (4) seat locking pins (plungers) which screw into the track with hex screws were found to be not screwed down at all (See Figure 2). Inspection of the other 5 passenger seats showed them to be properly installed with these locking pins fully screwed down into the seat attachment bracket and seat tracks.



Figure 1: LH # 2 Seat as Found



Figure 2: One of Four Seat Plungers on LH #2 Seat

- A check of the plunger / seat locking pins on the other (5) seat attachments showed that a couple were slightly loose / under torque (approximately 1/8th turn) and the majority were all at or around 30 inch-lbs., when measured with a torque wrench.
- The lavatory O2 mask had dropped.
- One lower side panel in front of the RH Seat #3 around the stowed table had come loose.
- Both RH and LH over-wing emergency exits were still in place and showed no signs of removal or attempted removal.

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