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Western Pacific Region

Date: January 16, 2024
Subject: WPR24LA071, Memorandum for Record
Contact: Ronald M. Birnie, Pilot, Royal Air Freight Inc.

The following is a synopsis of the information provided by Mr. Birnie in a telephone conversation.

On the morning of the accident flight, he and Steven Spehar conducted a preflight of a Learjet 55, N558RA. Steven was the co-pilot, conducted the departure, flew most of the flight and landed the airplane on runway 22 at Mission Field Airport (LVM), Livingston, Montana. During the landing roll, they applied brakes, extended spoilers, and thrust reversers. Initially the airplane slowed; however, about halfway down the runway, the airplane's antiskid system was functioning continuously, and the airplane was no longer slowing. Mr. Birnie was unsure if the thrust reversers deployed, he cycled the thrust reversers and did not feel any effects. In his opinion, the airplane's thrust reversers do not normally feel very effective. He assumed control of the airplane and considered aborting the landing, started to clean up the airplane but thought it was too late. The airplane exited the departure end of the runway, onto a grass covered area and into a deep ravine.