GLARE SHIELD	nothing of note
P1 PANEL	
Horizon	toppled
Stby Horizon	OFF
RAD ALT	Bugged at 100f t
VSI	zero
Altimeter	set 1015mb 100ft
HSI	Hdg 167°
Turn and slip	nothing useful
VOR/ADF	indicator 165°
ASI	zero, bugged at 127 kt
Emergency Battery	OFF
CENTRE PANEL	
ADF1A	277
ADF1B	351
Alt select	set 1800 and OFF
NAV1	115.1
NAV2	115.1
Engine Instruments	all zero
COM2	131.92
COM1	130.35 / 124.97
DME	113.6
Transponder	5330
Flap indicator	Approach
Gear selector	DOWN
Generator switches	GEN
Battery Master	OFF
Stall warning x2	OFF
Anti skid	ON
Inverters Pri and Sec	OFF
Air ignition L & R	OFF
Hyd pump	OFF
Landing gear	selected to DOWN
Nav and beacon lights	all ON
Strobe	OFF
Recog	ON
Aux Inverter	OFF & selected to LEFT BUS
Pitch trim	NORM
P2 PANEL	
ASI	zero, bugged at 125 kt
ADF/VOR	165
DI	170
ALT	100ft on 1014 mbs
VSI	zero
Turn & Slip	undamaged, nothing useful
CIRCUIT BREAKERS	all IN except 'toilet' and 'eng synch'
THROTTLE PEDESTAL	
Throttles	retarded
Flaps	OFF
Spoiler switch	see report
Jetpumps	ON
Standby pumps	OFF
Fuselage tank feed	CLOSED
Fuel qty	1500 lbs,
selected to	TOTAL
Primary yaw damper	ON
Secondary yaw damper	OFF

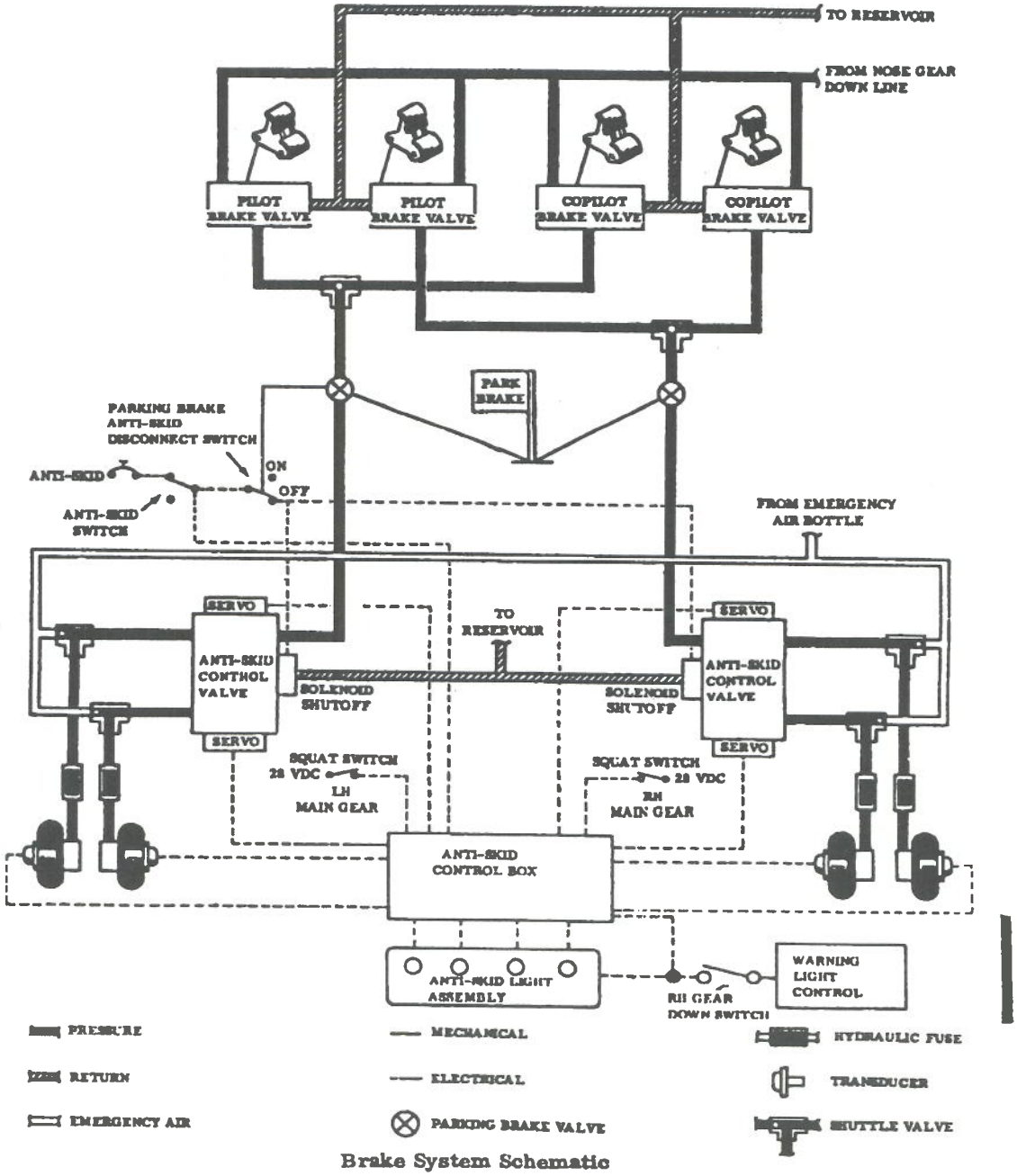
MISC

Frangible wire on emergency brake broken.

1/2 scale deflection on emergency air gauge.

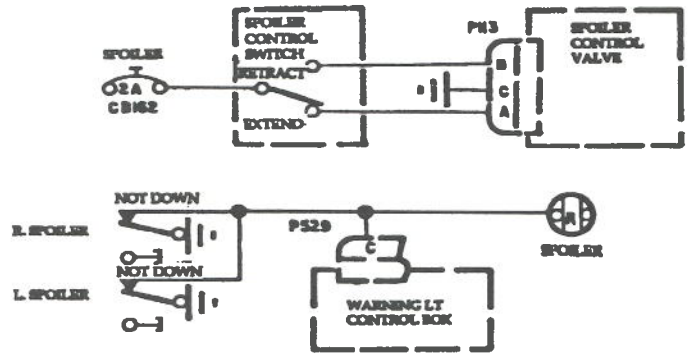
Chart for Northolt on P2 column.

(Extract from Gates Learjet Corporation Maintenance Manual)

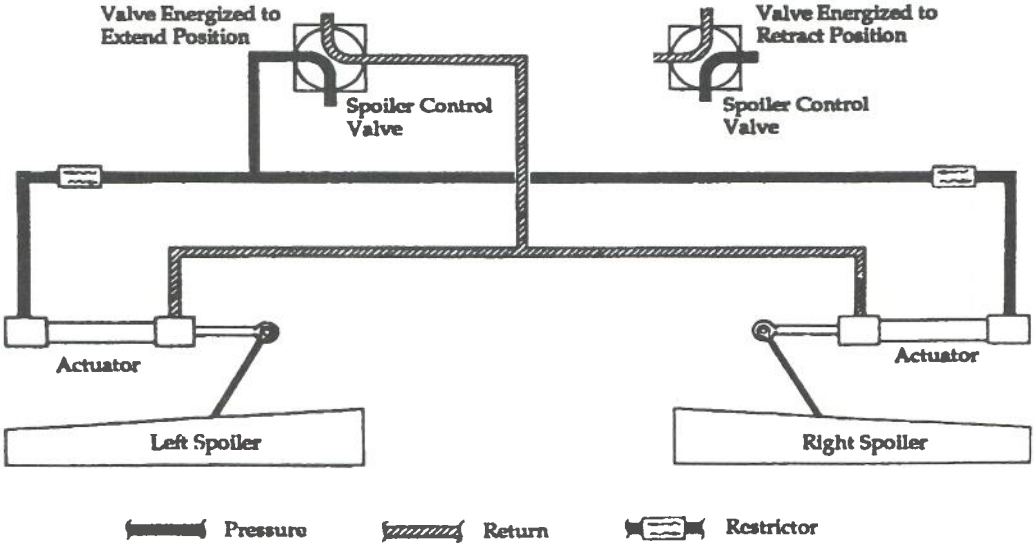


Brake System Schematic
Figure 1 (Sheet 1 of 2)

(Extract from Gates Learjet Corporation Maintenance Manual)



Spoiler System Electrical Control Schematic
Figure 1



Spoiler System Hydraulic System Schematic
Figure 2

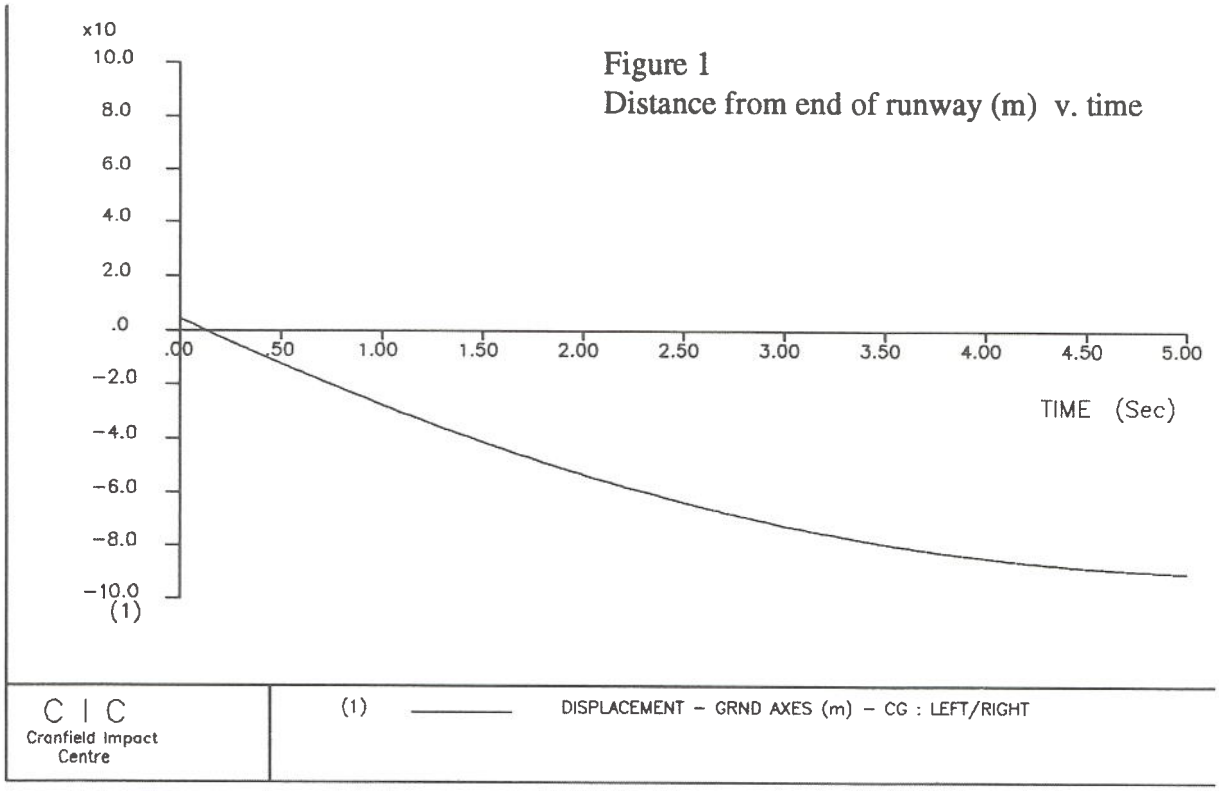


Figure 1
Distance from end of runway (m) v. time

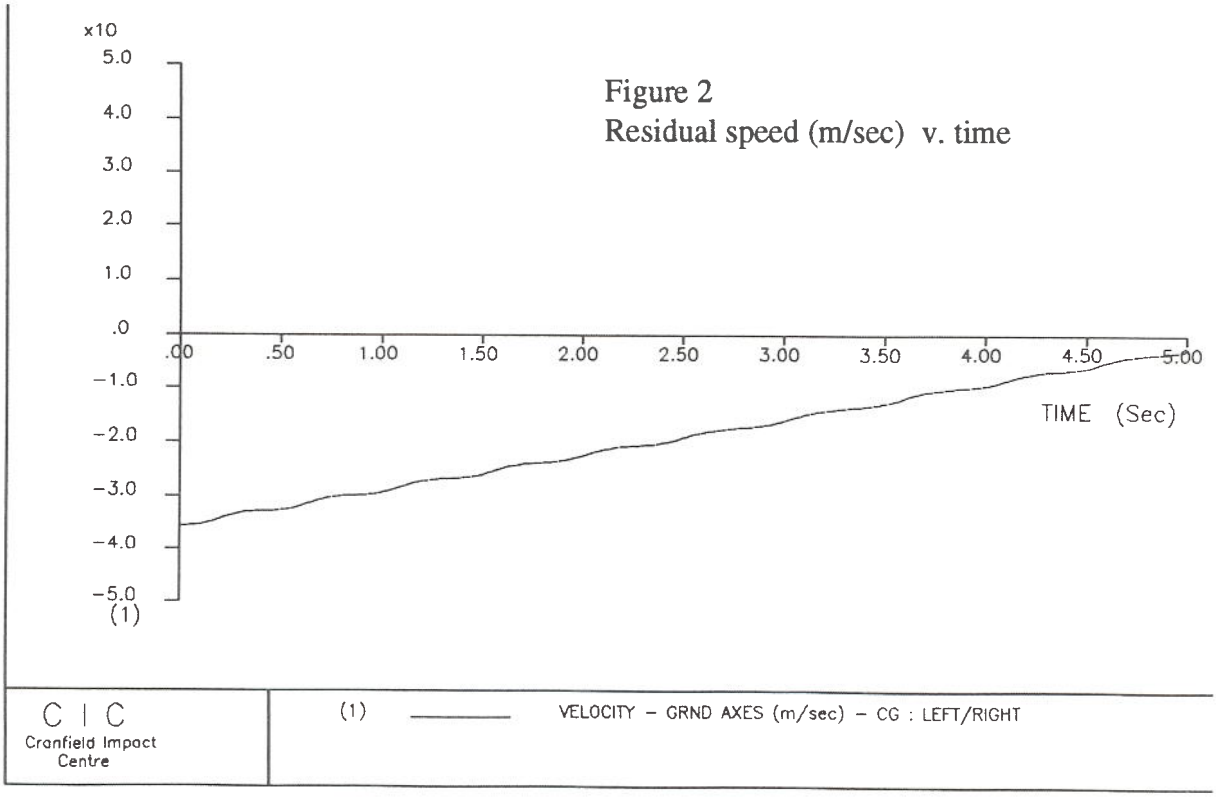


Figure 2
Residual speed (m/sec) v. time

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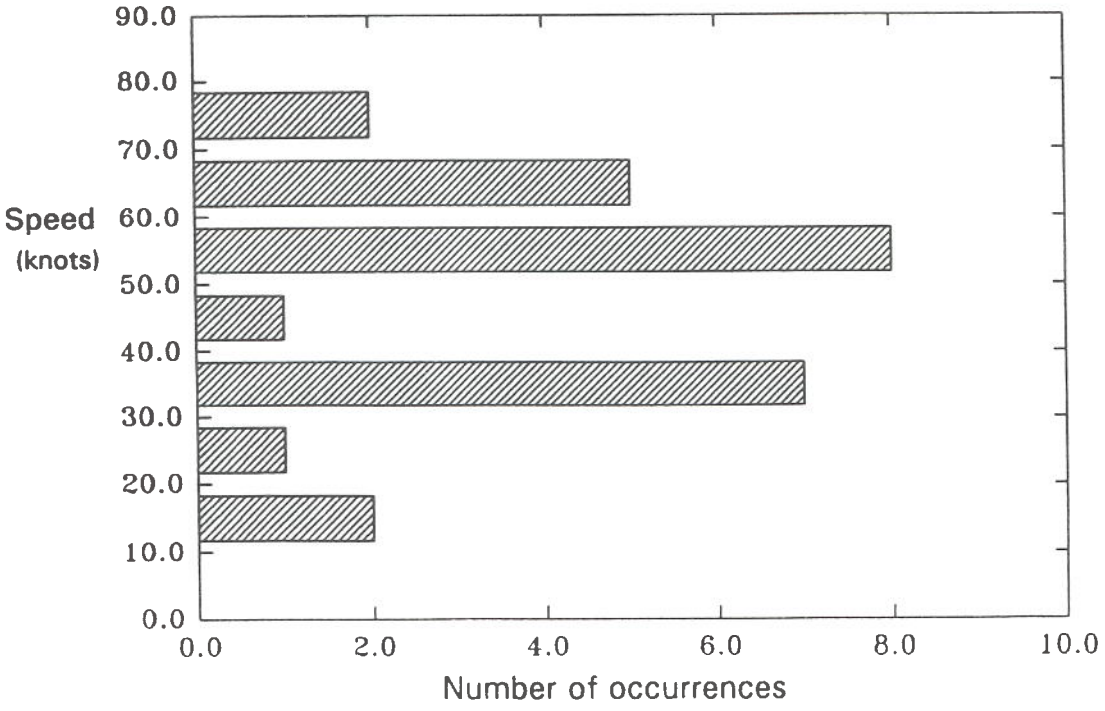

Runway Exit Speeds During an Overrun

The diagram above was published in the above report, prepared by the Federal Aviation Administration Technical Center, Atlantic City NJ. The data was drawn from National Transportation Safety Board an International Civil Aviation Organisation sources and the work was credited to David, 1990. The data indicates that there have been few instances when aircraft have left the runway at more than 70 knots, and none found where the speed exceeded 80 knots.

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