

Communication Summary

December 3, 2019

Communication From: James Tomassoni



Inspector Douglas Peterson asked the pilot of N122LJ, who saw N469RJ slide across the field, for a statement. N122LJ was also a Hawker 800A that flew into DET about 20 min before the accident. N122LJ also experienced icing on a short flight from PTK to DET.

Mr. Tomassoni, in part, stated:

I witnessed a Hawker 800A exiting runway 33 traveling thru the grass and across the taxiway coming to rest in the grass past the taxiway. We were on the ground approximately 20 minutes when the accident Hawker landed.

I was in another Hawker 800A on the ramp waiting for passengers. We departed PTK about 0750. Our flight to DET lasted approximately 18 minutes.

We were in the clear for the first 5 minutes or so. Prior to entering the clouds we turned on the TKS, engine heat, and ignition. Soon afterwards our ice detected light came on. We were vectored at 3000ft for the ILS 33. We reported light ice and outside air temperature was -9 C. At approximately 1000ft AGL we broke out and landed visually. All operations were normal.

Our landing weight was 22,500 lbs. We bugged the airspeed indicator for Ref 129 and approach 139. On final our airspeed varied from 134 to 140 knots. Our touchdown speed was approximately ref minus 8.

After landing we had some minor ice on the wing leading edge. The small temperature probe had an umbrella shaped ice formation. The outboard ends of the horizontal stabilizer had the typical "T" ice formation on about the outer 9 inches of both horizontals.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator