



National Transportation Safety Board Aviation Accident Final Report

Location:	BLOOMINGTON, IN	Accident Number:	DCA86AA001
Date & Time:	10/19/1985, 1535 EDT	Registration:	N923RC
Aircraft:	VICKERS VISCOUNT VC-810	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 17 Minor, 10 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

DRG AN ILS TO RWY 35, THE APCH WAS NORMAL UNTIL THE ACFT WAS APRX 100' ABV THE DECISION HEIGHT, EXCEPT THERE WAS CONDENSATION ON THE WINDSHIELD. TOUCHDOWN WAS HARD. A WITNESS SAID THE ACFT LNDD APRX 1/3 OF THE WAY DOWN THE 5200' RWY. AFTER LNDG, WITH THE PROPS IN 'GROUND FINE,' BRAKING ACTION WAS INEFFECTIVE ON THE WET RWY. THE ACFT WAS NOT EQUIPPED WITH AN ANTI-SKID BRAKING SYS. SUBSEQUENTLY, THE ACFT CONTD OFF THE RWY & WENT DOWN AN EMBANKMENT INTO A FIELD. SCRUB MARKS ON THE RWY & REVERTED RUBBER ON THE TIRES INDICATED THE ACFT WAS HYDROPLANING. ACCORDING TO THE FLT MANUAL, 4500' (PLUS A 10% FACTOR FOR NO ANTI-SKID) WOULD HAVE BEEN REQUIRED TO STOP ON A DRY RWY IN THE PREVAILING WX CONDS, WHICH INCLUDED A SLIGHT TAILWIND. TWO PAX, ACTING AS FLT ATTENDANTS (F/A'S), ASSISTED THE OTHER PAX IN EVACUATING. AN INVESTIGATION REVEALED THE F/A'S WERE NOT PROPERLY TRAINED; THE PAX WERE NOT COMPLETELY BRIEFED BEFORE THE FLT; & THE PAX BRIEFING CARDS WERE INADEQUATE. THE ACFT WAS ON A BUSINESS FLT TO TRANSPORT AN ENTERTAINMENT TROUPE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - RAIN
4. (F) WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
5. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
6. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. (C) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
9. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
10. (F) AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

11. (F) TERRAIN CONDITION - ROUGH/UNEVEN
12. (F) TERRAIN CONDITION - DOWNHILL

Occurrence #3: MISCELLANEOUS/OTHER

Phase of Operation: OTHER

Findings

13. (F) PASSENGER BRIEFING - INADEQUATE - FLIGHT ATTENDANT
14. (F) INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - FLIGHT ATTENDANT
15. (F) INFORMATION UNCLEAR - COMPANY/OPERATOR MANAGEMENT

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	67, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/08/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	27000 hours (Total, all aircraft), 6000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	VICKERS	Registration:	N923RC
Model/Series:	VISCOUNT VC-810 VISCOUNT V	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	320
Landing Gear Type:	Retractable - Tricycle	Seats:	34
Date/Type of Last Inspection:	10/14/1985, Continuous Airworthiness	Certified Max Gross Wt.:	72500 lbs
Time Since Last Inspection:	4 Hours	Engines:	4 Turbo Prop
Airframe Total Time:	11707 Hours	Engine Manufacturer:	Rolls-Royce
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	DART 525
Registered Owner:	RAY CHARLES ENTERPRISES	Rated Power:	
Operator:	RAY CHARLES ENTERPRISES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BMG, 847 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2005 CDT	Direction from Accident Site:	350°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Broken / 600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 18° C
Precipitation and Obscuration:			
Departure Point:	LEXINGTON, KY (LEX)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1430 CDT	Type of Airspace:	Class E

Airport Information

Airport:	MONROE COUNTY (BMG)	Runway Surface Type:	Asphalt
Airport Elevation:	847 ft	Runway Surface Condition:	Wet
Runway Used:	35	IFR Approach:	ILS
Runway Length/Width:	5200 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	16 Minor, 10 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 17 Minor, 10 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	G M DAIL	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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