



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SPARTA, TN	<b>Accident Number:</b>	ATL86FA020
<b>Date &amp; Time:</b>	11/07/1985, 0735 CST	<b>Registration:</b>	N100HF
<b>Aircraft:</b>	HAWKER SIDDELEY DH 125-400A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 4 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

TEN MINUTES PRIOR TO LANDING HEAVY RAIN FELL ON AIRPORT.ACFT MAD NORMAL TOUCHDOWN,SPOILERS & LIFT DUMP ACTIVATED.PIC DELAYED BRAKE APPLICATION AS USUAL AND DID NOT GET THRUST LEVERS IN IDLE.AFTER ACFT PASSED MID-FIELD TAXIWAY PIC REPORTED BRAKES BECAME INEFFECTIVE.ACFT HYDROPLANED ON WATER-COVERED RUNWAY AND OVERRAN DEPARTURE END,DOWN AND EMBANKMENT, & HIT A DITCH.RUNWAY HAD AN OFF CENTER CROWN, GRASS WAS ABOUT TWO FEET TALL AT RUNWAY EDGE, AND A DAM HAD FORMED FROM PREVIOUSLY CUT GRASS WHICH PREVENTED WATER DRAINAGE.AIRPORT MANAGER SAID HE WAS NOT AWARE WATER WOULD STAND ON RUNWAY.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

### Findings

1. WEATHER CONDITION - RAIN
  2. (C) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
  3. (C) INFORMATION - NOT IDENTIFIED - AIRPORT PERSONNEL
  4. FACILITY INADEQUATE - AIRPORT PERSONNEL
  5. (C) UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - AIRPORT PERSONNEL
  6. (C) TERRAIN CONDITION - WET
  7. (C) RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
  8. (C) AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
  9. (F) LANDING GEAR, TIRE - PRESSURE TOO LOW
  10. (C) BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

### Findings

11. TERRAIN CONDITION - DITCH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/22/1985
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	5161 hours (Total, all aircraft), 1802 hours (Total, this make and model), 2700 hours (Pilot In Command, all aircraft), 173 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HAWKER SIDDELEY	<b>Registration:</b>	N100HF
<b>Model/Series:</b>	DH 125-400A DH 125-400	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	NA 717
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	10/16/1985, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	23800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>	8461 Hours	<b>Engine Manufacturer:</b>	Garrett
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TFE 731-3-1H
<b>Registered Owner:</b>		<b>Rated Power:</b>	3700 lbs
<b>Operator:</b>	HARDEE'S FOOD SYSTEM, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BNA, 599 ft msl	Distance from Accident Site:	70 Nautical Miles
Observation Time:	0722 CST	Direction from Accident Site:	275°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10° C / 8° C
Precipitation and Obscuration:			
Departure Point:	ROCKY MOUNT, NC (RWI)	Type of Flight Plan Filed:	IFR
Destination:	SPARTA, TN (SRB)	Type of Clearance:	IFR
Departure Time:	0700 EST	Type of Airspace:	Class G

## Airport Information

Airport:	SPARTA-WHITE CO. (SRB)	Runway Surface Type:	Asphalt
Airport Elevation:	1025 ft	Runway Surface Condition:	Wet
Runway Used:	3	IFR Approach:	SDF
Runway Length/Width:	5006 ft / 75 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	
Additional Participating Persons:	SCOTT STRICKLAND; ATLANTA, GA KENNETH STRUCHEN; ROCKY MOUNT, NC JAMES R SWINDALL; ROCKY MOUNT, NC DON MCNICHOLL; NEW CASTLE,		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsb.gov/pubdms/">http://dms.ntsb.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).