



National Transportation Safety Board Aviation Accident Final Report

Location:	LEXINGTON, KY	Accident Number:	ATL88MA053
Date & Time:	12/05/1987, 1450 EST	Registration:	N400PH
Aircraft:	Hawker Siddeley HS-125-400A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal, 2 Serious, 2 Minor

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

WHILE EN ROUTE AT FL 370, THE PLTS DECLARED AN EMERG, RPRTD A FIRE IN THE RGT ENG & REQD VECTORS TO THE NEAREST SUITABLE ARPT. THEY WERE VECTORED TWD THE LEXINGTON BLUEGRASS ARPT & CLRD TO DSCND. SHORTLY AFTER DECLARING AN EMERG, THE PLTS RPRTD THEY SECURED THE RGT ENG & EXTINGUISHED THE FIRE LGT. AS THE ACFT WAS ON FINAL APCH TO LND, THE LOCAL CTLR (USING BINOCULARS) CONFIRMED THAT BOTH THE GEAR & FLAPS WERE EXTENDED. HOWEVER, AS THE ACFT CONTD ONTO A SHORT FINAL APCH, AN INCREASE IN ITS PITCH ATTITUDE WAS NOTED. IT THEN DROPPED BELOW THE LVL OF THE RWY THRESHOLD & IMPACTED IN A PASTURE SHORT OF THE RWY. AFTER INITIAL IMPACT, THE ACFT WENT THRU A STONE FENCE, HIT 2 UTILITY POLES, CROSSED A HIWAY, CAME TO REST AT THE PERIMETER FENCE & BURNED. AN AUTO WAS DMGD BY DEBRIS; 2 OCCUPANTS RECD MINOR INJURIES. AN INV REVEALED THE ACFT IMPACTED WITH THE GEAR EXTD, BUT THE FLAPS & FLAP HANDLE WERE FND IN THE UP PSN. AN EXAM OF THE RGT ENG REVEALED ITS OUTER EXHAUST CONE WAS CRACKED IN THE VCNTY OF A FIRE DETECTION LOOP. NO OTR PREEXISTING MECH PROBLEMS WERE EVIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) EXHAUST SYSTEM,EXHAUST CONE/TAILPIPE(JET ENGINE) - CRACKED
 2. (F) EXHAUST SYSTEM,EXHAUST CONE/TAILPIPE(JET ENGINE) - LEAK
 3. (F) ENGINE COMPARTMENT - OVERTEMPERATURE
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Occurrence #2: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

4. 1 ENGINE
 5. EMERGENCY PROCEDURE - INTENTIONAL
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

6. PRECAUTIONARY LANDING - INITIATED
7. (C) RAISING OF FLAPS - INADVERTENT
8. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/28/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	20565 hours (Total, all aircraft), 80 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hawker Siddeley	Registration:	N400PH
Model/Series:	HS-125-400A HS-125-400	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	NA716
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	07/31/1987, AAIP	Certified Max Gross Wt.:	23300 lbs
Time Since Last Inspection:	108 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	5710 Hours	Engine Manufacturer:	Rolls-Royce
ELT:	Not installed	Engine Model/Series:	522
Registered Owner:	SCOTT CABLE COMMUNICATION	Rated Power:	3360 lbs
Operator:	SCOTT CABLE COMMUNICATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LEX, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1450 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3° C / -9° C
Precipitation and Obscuration:			
Departure Point:	DALLAS, TX	Type of Flight Plan Filed:	IFR
Destination:	NEW YORK, NY	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	LEXINGTON (LEX)	Runway Surface Type:	Asphalt
Airport Elevation:	980 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	6998 ft / 150 ft	VFR Approach/Landing:	Precautionary Landing; Straight-in

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	2 Minor	Aircraft Explosion:	None
Total Injuries:	2 Fatal, 2 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	02/24/1989
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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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](#).