



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	BINGHAMTON, NY	<b>Accident Number:</b>	NYC89FA085
<b>Date &amp; Time:</b>	02/15/1989, 0722 EST	<b>Registration:</b>	N232RA
<b>Aircraft:</b>	DASSAULT/SUD FAN JET FALCON D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

---

## Analysis

DRG ARRIVAL, THE CARGO FLT (RELIANT 232) CONTACTED BINGHAMTON APCH CTL & RCVD VECTORS FOR AN ILS RWY 16 APCH. AT THAT TIME, THE ATIS HAD INFORMATION (INFORMATION KILO) THAT THERE WAS LIGHT FREEZING RAIN, THAT ALL PAVED SURFACES HAD A THIN LAYER OF ICE, & THAT BRAKING ACTION WAS POOR. THE COPLT MADE THE APCH & LNDG. THE CAPT RPRTD THAT TOUCHDOWN WAS NORMAL IN THE 1ST 1000' OF THE RWY & THAT THE AIRBRAKE WAS USED, BUT THEY DID NOT KNOW THAT BRAKING ACTION WAS NIL UNTIL THEY WERE ON THE LANDING ROLL. BY THE TIME THEY REALIZED BRAKING WAS NIL, THERE WAS INSUFFICIENT RWY REMAINING FOR A SAFE GO-AROUND. THE CAPT RPRTD HE DEPLOYED THE DRAG CHUTE, BUT A WITNESS WHO SAW THE CHUTE, RPRTD IT DID NOT OPEN. SUBSEQUENTLY, THE ACFT CONTD OFF THE DEP END OF THE 6298 FT RWY, WENT DOWN A STEEP EMBANKMENT & WAS EXTENSIVELY DMGD. THE REQUIRED DISTANCE TO STOP ON AN ICY RWY WAS ESTIMATED TO BE 5344 FT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT(S). FACTORS RELATED TO THE ACCIDENT WERE: ICY RUNWAY CONDITIONS AND FAILURE OF THE DRAG CHUTE TO PROPERLY OPEN AFTER IT WAS DEPLOYED.

## Findings

---

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
  3. (F) MISC EQPT/FURNISHINGS,PARACHUTE/DAG CHUTE - OTHER
- 

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

Phase of Operation: LANDING

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	26, 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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/01/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2970 hours (Total, all aircraft), 1499 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 229 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DASSAULT/SUD	<b>Registration:</b>	N232RA
<b>Model/Series:</b>	FAN JET FALCON D FAN JET FA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	232
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	06/17/1988, AAIP	<b>Certified Max Gross Wt.:</b>	28660 lbs
<b>Time Since Last Inspection:</b>	610 Hours	<b>Engines:</b>	2 Turbo Fan
<b>Airframe Total Time:</b>	17595 Hours	<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	CF-700-2D
<b>Registered Owner:</b>	RELIANT AIRLINES	<b>Rated Power:</b>	4250 lbs
<b>Operator:</b>	RELIANT AIRLINES	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BGM, 1630 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0724 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 2600 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 2600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1 °C / -2 °C
Precipitation and Obscuration:			
Departure Point:	MEMPHIS,, TN (MEM)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0435 CST	Type of Airspace:	

## Airport Information

Airport:	EDWIN LINK/BROOME COUNTY (BGM)	Runway Surface Type:	Ice
Airport Elevation:	1630 ft	Runway Surface Condition:	Ice
Runway Used:	16	IFR Approach:	ILS
Runway Length/Width:	6298 ft / 150 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE, JR.	Report Date:	03/25/1991
Additional Participating Persons:	RICHARD P LANSILL HARRY L BRUNER, JR. WILLIAM C OLSKER		
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:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).