



National Transportation Safety Board Aviation Accident Final Report

Location:	VICHY, MO	Accident Number:	CHI91LA067
Date & Time:	01/11/1991, 2030 CST	Registration:	N200MR
Aircraft:	BEECH 200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

WHILE EXECUTING A VOR APPROACH, ON A DARK, FOGGY NIGHT, DEPTH PERCEPTION AND GROUND CONTACT WERE LOST WHEN THE LANDING LIGHTS WERE TURNED ON SHORT FINAL. A HARD LANDING RESULTED, BEFORE CORRECTIVE ACTION BECAME EFFECTIVE, RESULTING IN WING SPAR, ENGINE MOUNTING SUPPORT AND PROPELLER DAMAGE. THE RUNWAY, AND ENTIRE AIRPORT WAS COVERED WITH ABOUT 3 INCHES OF MIRROR SMOOTH ICE, CAUSING CONSIDERABLE GLARE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A RESTRICTED VISUAL OUTLOOK AND GO-AROUND WAS NOT PERFORMED BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE A DARK NIGHT, FOG AND GLARE, ICE COVERED RUNWAY AND WHITEOUT CONDITIONS.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - FOG
3. (F) TERRAIN CONDITION - ICY
4. (F) WEATHER CONDITION - WHITEOUT
5. (C) VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
6. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	48, 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):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	08/17/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7667 hours (Total, all aircraft), 258 hours (Total, this make and model), 7030 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N200MR
Model/Series:	200 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB219
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	09/07/1990, Unknown	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	144 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	1596 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-41
Registered Owner:		Rated Power:	850 hp
Operator:	UNITED EXECUTIVE JET	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:	JET CORP	Operator Designator Code:	DELA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	VIH, 1148 ft msl	Observation Time:	2054 CST
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	1°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	-3° C / -4° C
Lowest Ceiling:	Overcast / 0 ft agl	Visibility	3 Miles
Wind Speed/Gusts, Direction:	5 knots, 290°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	ST. LOUIS, MO (SUS)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	2000 CST	Type of Airspace:	

Airport Information

Airport:	ROLLA (VIH)	Runway Surface Type:	Asphalt
Airport Elevation:	1148 ft	Runway Surface Condition:	Ice
Runway Used:	22	IFR Approach:	VOR
Runway Length/Width:	5499 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	John Hruban	Adopted Date:	12/04/1992
Additional Participating Persons:	LONNIE SCHUETT ROGER HELMS		
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/ .		

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.