



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	YPSILANTI, MI	<b>Accident Number:</b>	CHI92LA132
<b>Date &amp; Time:</b>	04/23/1992, 1816 EDT	<b>Registration:</b>	N29549
<b>Aircraft:</b>	MCDONNELL DOUGLAS DC-8F-55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	6 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

THE AIRPLANE LANDED LONG ON A WET RUNWAY AND BEGAN TO HYDROPLANE. BRAKES AND THRUST REVERSERS WERE INEFFECTIVE IN STOPPING THE AIRPLANE ON THE REMAINING RUNWAY. WHEN THE PILOT-IN-COMMAND ATTEMPTED TO TURN THE AIRPLANE ONTO A RAMP AT THE END OF THE RUNWAY, THE AIRPLANE DEPARTED THE RUNWAY TO THE LEFT. THE NOSE GEAR BEGAN TO SINK INTO THE SOFT TERRAIN AND WHEN IT CAME IN CONTACT WITH THE TAXIWAY, THE NOSE GEAR COLLAPSED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S MISJUDGING OF THE TOUCHDOWN POINT. FACTORS INCLUDE (AIRCRAFT PERFORMANCE) HYDROPLANING CONDITION, AND THE PILOT-IN-COMMAND'S POOR EVALUATION OF WEATHER CONDITIONS.

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

### Findings

1. (F) AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION
2. (F) WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

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Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

### Findings

5. UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Multi-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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	07/02/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	31000 hours (Total, all aircraft), 800 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	MCDONNELL DOUGLAS	<b>Registration:</b>	N29549
<b>Model/Series:</b>	DC-8F-55 DC-8F-55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	45803
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	04/23/1992, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	328000 lbs
<b>Time Since Last Inspection:</b>	1 Hours	<b>Engines:</b>	4 Turbo Jet
<b>Airframe Total Time:</b>	61888 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	JT3D-3B
<b>Registered Owner:</b>	PALAU INTL. TRADERS, INC.	<b>Rated Power:</b>	
<b>Operator:</b>	AMERICAN INTL AIRWAYS	<b>Air Carrier Operating Certificate:</b>	Supplemental
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	CKSA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	YIP, 716 ft msl	Observation Time:	1818 EDT
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	50°
Lowest Cloud Condition:	Unknown / 3500 ft agl	Temperature/Dew Point:	15°C / 14°C
Lowest Ceiling:	Overcast / 3500 ft agl	Visibility	3 Miles
Wind Speed/Gusts, Direction:	7 knots, 320°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1700 EDT	Type of Airspace:	Class D

## Airport Information

Airport:	WILLOW RUN (YIP)	Runway Surface Type:	Asphalt
Airport Elevation:	716 ft	Runway Surface Condition:	Wet
Runway Used:	23	IFR Approach:	ILS
Runway Length/Width:	7294 ft / 160 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Stephen A Wilson	Adopted Date:	07/26/1993
Additional Participating Persons:	RANDY DREW; DETROIT, MI		
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> .		

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