



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Indianapolis, IN	<b>Accident Number:</b>	CHI01LA317
<b>Date &amp; Time:</b>	09/19/2001, 0654 EST	<b>Registration:</b>	N711MZ
<b>Aircraft:</b>	Beech 200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	9 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

While executing an ILS approach the airplane landed 621 feet short of the runway threshold and impacted portions of the approach light system. The pilot reported that the weather was IFR with heavy rain and a reported visibility of 1 1/2 statute miles. The pilot stated that he had the approach light system in sight at the outer marker. The pilot reported, "Heavy rain and struck approach lights. Landed ok (moderate chop) about 300 yards from end of runway." A pilot-rated passenger reported, "We broke out of clouds, but with heavy rain. I saw the lead in lights to the runway and told the pilot. Then, he said he also had it [the lead in lights], and the runway. I also saw part of the runway. It then was blurry with the rain getting worse it seemed. I asked the pilot if he still had the runway. He said he did, so we proceeded. We then struck the approach lights, or some other lights. It seemed to be choppy before the incident." At the time of the accident there was light rain from a thunderstorm that was located northeast of the airport. The visibility was reported as 3 statute miles with mist and the ceiling was variable between 400-1,100 feet above ground level. Winds were reported to be 190 degrees magnetic at 13 knots with no gusts.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining the proper ILS glide slope during the approach and the pilot not executing a missed approach. Contributing to the accident was the rain/mist.

## Findings

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Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. (C) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - RAIN
4. (F) WEATHER CONDITION - DRIZZLE/MIST

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

### Findings

5. (F) AIRPORT FACILITIES, INSTRUMENT APPROACH LIGHTS

## Factual Information

On September 19, 2001, at 0654 eastern standard time, a Beech 200, N711MZ, piloted by an airline transport pilot, sustained substantial damage during an on-ground collision with the instrument approach light system for runway 23L (10,000 feet by 150 feet, grooved concrete) while landing at the Indianapolis International Airport, Indianapolis, Indiana. Instrument meteorological conditions prevailed at the time of the accident. The flight was operating under the provisions of 14 CFR Part 91 and was on an instrument flight rules (IFR) flight plan. The pilot and eight passengers reported no injuries. The flight departed the Statesville Municipal Airport, Statesville, North Carolina, at 0605 eastern daylight time.

According to the pilot's written statement, the weather was IFR with heavy rain and a reported visibility of 1 1/2 statute miles. The pilot reported that he had the approach light system in sight at the outer marker. The pilot stated, "Heavy rain and struck approach lights. Landed ok (moderate chop) about 300 yards from end of runway."

According to a written statement provided by a pilot-rated passenger, "I am going on a few trips in the King Air [Beech 200] to gain experience. I was working the radios on this trip. We were shooting the ILS [Instrument Landing System] 32 Left approach at Indianapolis. We broke out of clouds, but with heavy rain. I saw the lead in lights to the runway and told the pilot. Then, he said he also had it [the lead in lights], and the runway. I also saw part of the runway. It then was blurry with the rain getting worse it seemed. I asked the pilot if he still had the runway. He said he did, so we proceeded. We then struck the approach lights, or some other lights. It seemed to be choppy before the incident."

The airplane landed 621 feet short of the runway threshold.

A weather observation station, located on the airport, reported the weather at 0655 as:

Observation Time:	0655
Wind:	190 degrees magnetic at 13 knots
Visibility:	3 statute miles
Present Weather:	Light rain from a thunderstorm Mist
Sky Condition:	700 feet above ground level (agl) broken 1,200 feet agl overcast
Temperature:	20 degrees Celsius
Dew Point:	20 degrees Celsius
Pressure:	29.72 inches-of-mercury
Remarks:	Thunderstorm began at 0630 Ceiling variable between 400-1,100 feet agl Occasional in-cloud lighting northeast of the airport Thunderstorm northeast of the airport moving northeast Precipitation 1.8 inches since last hourly observation

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	58, 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 2 Valid Medical--no waivers/lim.	<b>Last Medical Exam:</b>	09/10/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	08/15/2001
<b>Flight Time:</b>	13557 hours (Total, all aircraft), 4200 hours (Total, this make and model), 9497 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Beech	<b>Registration:</b>	N711MZ
<b>Model/Series:</b>	200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BB-849
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	01/31/2001, AAIP	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>	120 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	7534 Hours	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-42
<b>Registered Owner:</b>	Champion Air LLC	<b>Rated Power:</b>	850 hp
<b>Operator:</b>	Champion Air LLC	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IND, 797 ft msl	Observation Time:	0655 EST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown	Temperature/Dew Point:	20° C / 20° C
Lowest Ceiling:	Broken / 700 ft agl	Visibility	3 Miles
Wind Speed/Gusts, Direction:	13 knots, 190°	Visibility (RVR):	
Altimeter Setting:	29.72 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Statesville, NC (SVH)	Type of Flight Plan Filed:	IFR
Destination:	Indianapolis, IN (IND)	Type of Clearance:	IFR
Departure Time:	0605 EDT	Type of Airspace:	Class B

## Airport Information

Airport:	Indianapolis International (IND)	Runway Surface Type:	Concrete
Airport Elevation:	797 ft	Runway Surface Condition:	Wet
Runway Used:	23L	IFR Approach:	ILS
Runway Length/Width:	10000 ft / 150 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	8 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	9 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Andrew T Fox	Adopted Date:	02/25/2003
Additional Participating Persons:	Denny Jones; Federal Aviation Administration - Indianapolis; Indianapolis, IN		
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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