



# National Transportation Safety Board Aviation Accident Final Report

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

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## 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

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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

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	48, 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>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/17/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	VIH, 1148 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2054 CST	Direction from Accident Site:	1°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3° C / -4° C
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	Report 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 <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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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](#).