



National Transportation Safety Board Aviation Accident Final Report

Location:	CHICAGO, IL	Accident Number:	CHI91LA103
Date & Time:	03/02/1991, 1545 CST	Registration:	N385MQ
Aircraft:	Short Brothers SD3-60	Aircraft Damage:	Substantial
Defining Event:		Injuries:	22 None

Flight Conducted Under: Part 121: Air Carrier - Scheduled

Analysis

THE ACCIDENT AIRPLANE OVERROTATED AND STRUCK THE RUNWAY WITH AIRCRAFT FUSELAGE DURING A NO FLAP LANDING. THE FIRST OFFICER WAS FLYING THE APPROACH AND WHEN HE ASKED FOR FLAP EXTENSION BOTH PILOTS STATED THEY DID NOT EXTEND. THE CAPTAIN ELECTED TO CONTINUE THE APPROACH. THE FINAL APPROACH WAS FLOWN WITH THE CAPTAIN MANIPULATING THE THROTTLES AND THE FIRST OFFICER ON THE FLIGHT CONTROLS. THE AIRPLANE BOUNCED ON TOUCHDOWN. THE CAPTAIN ASSUMED COMPLETE CONTROL OF THE AIRPLANE AND COMPLETED THE LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN EXCESSIVE LANDING FLARE BY THE COPILOT. FACTORS ASSOCIATED WITH THE ACCIDENT ARE THE INOPERATIVE WING FLAPS AND THE CAPTAIN'S INADEQUATE SUPERVISION.

Findings

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

Findings

1. TERRAIN CONDITION - RUNWAY
2. (C) FLARE - EXCESSIVE - COPILOT/SECOND PILOT
3. (F) FLIGHT CONTROL, FLAP - INOPERATIVE
4. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	30, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Unknown
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--no waivers/lim.	Last FAA Medical Exam:	02/21/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5087 hours (Total, all aircraft), 1903 hours (Total, this make and model), 502 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Short Brothers	Registration:	N385MQ
Model/Series:	SD3-60 SD3-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	SH3707
Landing Gear Type:	Retractable - Tricycle	Seats:	39
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	26453 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-65AR
Registered Owner:		Rated Power:	1220 hp
Operator:	SIMMONS AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	SIMA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ORD, 667 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1545 CST	Direction from Accident Site:	45°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 1100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	22 knots / 31 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-1° C / -18° C
Precipitation and Obscuration:			
Departure Point:	KALAMAZOO, MI (AZO)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1555 CST	Type of Airspace:	

Airport Information

Airport:	O'HARE FIELD (ORD)	Runway Surface Type:	Asphalt
Airport Elevation:	667 ft	Runway Surface Condition:	Wet
Runway Used:	32	IFR Approach:	ILS
Runway Length/Width:	10003 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	19 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	22 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	William C Bruce	Report Date:	12/04/1992
Additional Participating Persons:	R. WIECKOWSKI		
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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).