

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

March 9, 2007

Human Performance

Addendum 2 - Human Performance Group Chairman's Factual Report

DCA06MA064

A. ACCIDENT

Location: Bluegrass Airport, Lexington, KY
Date: August 27, 2006
Time: 0607 eastern daylight time¹
Operator: Comair Airlines, DBA Delta Connection
Airplane: Bombardier CRJ-100, N431CA

B. HUMAN PERFORMANCE INVESTIGATOR

Evan Byrne, Ph.D.
National Transportation Safety Board
Washington, D.C. 20594

C. OPERATIONS/HUMAN PERFORMANCE GROUP

Dave Tew
Ops Group Chairman
Operational Factors (AS-30)
National Transportation Safety Board
Washington, DC 20594

Evan Byrne
Human Performance Group Chair
Human Performance (AS-50)
Natl. Transportation Safety Board
Washington, DC 20594

Brian Schimp
Fleet Manager
Comair Airlines
77 Comair Blvd.
Erlanger, KY. 41018

Louis Johnson
Manager Human Factors
Comair Airlines
77 Comair Blvd.
Erlanger, KY. 41018

¹ All times are eastern daylight time (edt) based on a 24-hour clock, unless otherwise noted.

Ellen Tom
Aviation Safety Inspector
Federal Aviation Administration
Cincinnati FSDO
Cincinnati, Ohio 45226

Jacques Nadeau
CRJ Customer Liaison Pilot
Bombardier Aerospace
Mirabel
Quebec, Canada J7N 3C6

Shawn Pruchnicki
Airline Pilot Association, International
535 Herndon Parkway
Herndon, VA 20172

D. SUMMARY

On August 27, 2006, about 0607 eastern daylight time², Comair flight 5191, a Bombardier CRJ-100, N431CA, crashed upon takeoff from Blue Grass Airport in Lexington, Kentucky (LEX). The airplane ran off the end of Runway 26 and was destroyed by impact forces and post crash fire. The flight had been cleared to takeoff from Runway 22. Of the 47 passengers and 3 crewmembers onboard, 49 were fatally injured and one (the first officer) survived in critical condition. The flight was operating under the provisions of 14 Code of Federal Regulations Part 121 and was en route to Atlanta, Georgia (ATL).

E. DETAILS OF THE INVESTIGATION

Recordings of the first officer's calls to the Comair System Operation Control Center (SOCC) on August 26 and August 27 were reviewed. On August 26 the calls involved the first officer seeking clarification on his August 27 report time and he was told to report at 0515. On August 27 the conversation involved the first officer seeking to change a deadhead leg at the end of his trip.

² All times are eastern daylight time based on a 24-hour clock, unless otherwise noted.