

09/19/2012

Scheduled flight from KCHS to KMAc,
normal t/o, normal enroute, normal approach
to landing. Landed runway 28 w/winds
being 220 @ 4 based off of KMAc.
Visibility was good, cancelled IFR w/Melon
approach. Ref was 108, touched down in
landing zone at approx ref, called for
speed brakes, I had brakes and full thrust
deployment was normal. I began hydroplaning
down runway. Was able to keep on
centerline all the way while maintaining

Maximum braking + TR deployment
until exiting runway and down an
embankment. I remember plane
lurching across road on other side of
embankment. I put throttles into idle/fuel
cut-off and engines remained running.
I then had to shut off fuel to
engines via the fuel/hydraulic shut off
valves being pushed closed. 1 pay and
copilot were able to free themselves from
airplane via normal cabin door. Captain (me)
was trapped via ^{between} control yoke + seat. Was able

to be freed after 20-25 min. No fire
was noted.

[REDACTED]

Brian Landery

[REDACTED]

[REDACTED]

Departed CHS, climbed to 4000, radar vectors to 10,000 then to 16,000 as a final. Normal flight as performed copilot duties. The controller descended us normal. Made visual contact with field (MAC) and cancelled IFR. Attempted to activate the VASI. It was lit for about 3 seconds and went out. Repeated attempts to reactivate the VASI did not work. Continued approach as normal. Touched down on speed in the box. Brian applied braking and reversers. Noticed hydroplaning and verbalized to Brian "Hydroplaning". Brian replied "I know." Continued to brake and apply reverse thrust. Wheels would not grab due to hydroplaning. Aircraft departed the runway and stopped down the hill and across the road.

[REDACTED]
Joel Perkins
[REDACTED]