



National Transportation Safety Board Aviation Accident Data Summary

Location:	GABRIELS, NY	Accident Number:	DCA92MA016
Date & Time:	01/03/1992, 0546 EST	Registration:	N55000
Aircraft:	BEECH 1900C	Injuries:	2 Fatal, 2 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

ON IFR ARRIVAL, FLT 4821 WAS CLEARED TO INTERSECTION 17 NE OF AIRPORT AT 6000', THEN FOR ILS RUNWAY 23 APPROACH. RADAR SERVICE WAS TERMINATED 6.5 EAST OF INTERSECTION. RADAR DATA SHOWED THAT FLIGHT CROSSED & THEN BRACKETED LOCALIZER. FLIGHT INTERCEPTED GLIDE SLOPE FROM BELOW ABOUT 7 MI OUTSIDE OF OUTER MARKER & THENCE DEVIATED ABOVE GLIDE SLOPE. ABOUT 2 MILES OUTSIDE OF MARKER, FLIGHT WAS AT A FULL FLY DOWN DEFLECTION WHEN IT ENTERED A DESCENT VARYING FROM 1200 TO 2000 FPM. AIRCRAFT STRUCK WOODED MOUNTAIN TOP 2.0 MI INSIDE OF OUTER MARKER (3.9 MI FROM RWY) AT ELEVATION OF 2280'. MINIMUM ALTITUDE AT MARKER WAS 3600'. GLIDE SLOPE ELEVATION AT POINT OF IMPACT WAS APRX 2900'. EVIDENCE WAS FOUND OF INADEQUATE ELECTRICAL GROUND PATH BETWEEN RADOME & FUSELAGE WHICH, WHEN COMBINED WITH EXISTING WEATHER CONDITIONS, MAY HAVE PRODUCED ELECTROSTATIC DISCHARGE (PRECIPITATION STATIC). ALTHOUGH POST-ACCIDENT TESTS WERE NOT CONCLUSIVE, THE SAFETY BOARD BELIEVES THAT THE GLIDE SLOPE INDICATIONS MIGHT HAVE BEEN UNRELIABLE DUE TO PRECIPITATION STATIC INTERFERENCE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE CAPTAIN TO ESTABLISH A STABILIZED APPROACH, HIS INADEQUATE CROSS-CHECK OF INSTRUMENTS, HIS DESCENT BELOW SPECIFIED MINIMUM ALTITUDE AT THE FINAL APPROACH FIX, AND FAILURE OF THE COPILOT TO MONITOR THE APPROACH. FACTORS RELATED TO THE ACCIDENT WERE: WEATHER CONDITIONS AND POSSIBLE PRECIPITATION STATIC INTERFERENCE, CAUSED BY INADEQUATE GROUNDING BETWEEN THE RADOME AND FUSELAGE THAT COULD HAVE RESULTED IN UNRELIABLE GLIDE SLOPE INDICATIONS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - CLOUDS
3. (F) WEATHER CONDITION - STATIC DISCHARGE
4. (F) COMM/NAV EQUIPMENT, GLIDE SLOPE RECEIVER - UNRELIABLE
5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. (C) MONITORING - INADEQUATE - COPILOT/SECOND PILOT

- 7. (F) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 8. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 9. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	30
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	Instrument Airplane
Flight Time:	7700 hours (Total, all aircraft), 3700 hours (Total, this make and model), 2700 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N55000
Model/Series:	1900C 1900C	Engines:	2 Turbo Prop
Operator:	COMMUTAIR	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	Commuter Air Carrier (135)	Engine Model/Series:	PT6A-65B
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SLK, 1663 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Obscured / 500 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	-2°C	Visibility	2 Miles
Precipitation and Obscuration:			
Departure Point:	PLATTSBURGH, NY (PLB)	Destination:	SARANAC LAKE, NY (SLK)

Airport Information

Airport:	ADIRONDACK (SLK)	Runway Surface Type:	Asphalt
Runway Used:	23	Runway Surface Condition:	
Runway Length/Width:	6573 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ROBERT L SWAIN

Adopted Date: 03/17/1994

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/>.

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