



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BINGHAMPTON, NY	<b>Accident Number:</b>	NYC00FA023
<b>Date &amp; Time:</b>	11/01/1999, 0616 EST	<b>Registration:</b>	N511AR
<b>Aircraft:</b>	Cessna T303	<b>Injuries:</b>	1 Serious, 2 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

While in cruise flight, at 6,000 feet, the left engine lost power. The pilot attempted a restart of the engine, but only about one-half rotation of the left engine propeller was observed, and the engine was secured. The pilot stated that he was unable to maintain altitude and initiated a decent. He requested and was cleared for an instrument approach at an airport where the weather conditions were, 1/4 statute mile of visibility, fog, and a vertical visibility of 100 feet. On the approach, at the minimum decent altitude, the pilot executed a missed approach. As the airplane climbed, the pilot reported to the controller that the 'best altitude [he] could get was 2,200 feet.' A second approach was initiated to the reciprocal runway. While on the second approach, the pilot 'was going to fly the aircraft right to the runway, and told the controller so.' He put the gear down, reduced power, and decided there was 'no hope for a go-around.' He then 'flew down past the decision height,' and about 70-80 feet above the ground, 'added a little power to smooth the landing.' The pilot also stated, 'The last thing I remember was the aircraft nose contacting the runway.' A passenger stated that once the pilot could not see the runway, [the pilot] 'applied power, pitched the nose up,' and attempted a 'go-around' similar to the one that was executed on the first approach. Disassembly of the left engine revealed that the crankshaft was fatigue fractured between connecting rod journal number 2 and main journal number 2. Review of the pilot's operating handbook revealed that the single engine service ceiling, at a weight of 4,800 pounds, was 11,700 feet. The average single engine rate of climb, at a pressure altitude of 6,000 feet, was 295 feet per minute. The average single engine rate of climb, at a pressure altitude of 1,625 feet, was 314 feet per minute. Review of the ILS approach plate for Runway 34 revealed that the decision height was 200 feet above the ground.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper in-flight decision to descend below the decision height without the runway environment in sight, and his failure to execute a missed approach. A factor in the accident was the failed crankshaft.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE

### Findings

1. 1 ENGINE
2. (F) ENGINE ASSEMBLY, CRANKSHAFT - FRACTURED

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH

#### Findings

3. TERRAIN CONDITION - RUNWAY
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. (C) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
6. DECISION HEIGHT - DISREGARDED - PILOT IN COMMAND

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	27
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	2430 hours (Total, all aircraft), 60 hours (Total, this make and model), 2280 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N511AR
<b>Model/Series:</b>	T303 T303	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	TWIN CITIES AIR SERVICE INC	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	TSIO-520-AE
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Dawn
<b>Observation Facility, Elevation:</b>	BGM, 1636 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 100 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	7°C	<b>Visibility</b>	0.25 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PORTLAND, ME (PWM)	<b>Destination:</b>	YOUNGSTOWN, OH (YNG)

### Airport Information

<b>Airport:</b>	BINGHAMTON REGIONAL APRT (BGM)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	34	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	7501 ft / 150 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	STEPHEN M DEMKO	Adopted Date:	07/17/2001
Investigation Docket:	NTSB accident and incident docket 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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