



National Transportation Safety Board Aviation Accident Data Summary

Location:	Baltimore, MD	Accident Number:	IAD02FA047
Date & Time:	05/01/2002, 1653 EDT	Registration:	N498CW
Aircraft:	Beech 400A	Injuries:	6 None
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

While on a visual approach, the captain had difficulty with the flight management system. He and the first officer exchanged words about it, and argued as to whether they were cleared for the approach. During that timeframe, with the airplane about 5 miles from the airport, 238 knots and 3,000 feet, the controller also asked the crew if they were "going to be able to get down," to which the first officer responded, "ah, we're looking." About 30 seconds later, the first officer confirmed that the airport was in sight, and, "we'll be able to get down." After switching over to the tower frequency, the airplane was cleared to land, and about 20 seconds later, the first officer asked the captain, "You gonna be able to make it?" The captain did not respond, but 20 seconds later asked about the runway length, which the first officer gave him. The first officer then told the captain that the airplane was Vref plus forty, and twice said, "There's no way." He then said twice, "Go around." The airplane crossed the landing threshold about 150 feet agl, 166 knots, and the captain landed. The airplane subsequently overran the end of the runway, and went through some lights and antennas. A review of company standard operating procedures revealed that the crew missed numerous required callouts and checklist items, that the captain was trying to program the FMS when the first officer should have been doing it, that the captain should have initiated a go-around when advised that the airplane was not within the "visual approach window," and that after the captain did not respond to the first officer's calls, the first officer should have announced that he was assuming control, and "taken the necessary actions to return the aircraft to a safe flight condition."

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The captain's failure to go around. Factors included the captain's preoccupation with the flight management system, the crew's failure to adhere to company standard operating procedures, and the lack of proper crew coordination.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING

Findings

1. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
2. (F) IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
3. AIRSPEED(VREF) - EXCEEDED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - FLIGHTCREW
6. (F) CREW/GROUP COORDINATION - INADEQUATE - FLIGHTCREW

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 7. OBJECT - APPROACH LIGHT/NAVAID
- 8. OBJECT - ANTENNA

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	32
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	3000 hours (Total, all aircraft), 600 hours (Total, this make and model), 32 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport; Commercial	Age:	33
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	3000 hours (Total, all aircraft), 280 hours (Total, this make and model), 32 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N498CW
Model/Series:	400A	Engines:	2 Turbo Fan
Operator:	Flight Options, Inc.	Engine Manufacturer:	Pratt & Whitney
Operating Certificate(s) Held:	None	Engine Model/Series:	JT15D-5
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BWI, 146 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	6 knots / , 120°
Temperature:	21° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Reading, PA (RDG)	Destination:	Baltimore, MD (BWI)

Airport Information

Airport:	Baltimore Washington Intl (BWI)	Runway Surface Type:	Asphalt
Runway Used:	15L	Runway Surface Condition:	Dry
Runway Length/Width:	5000 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	39.175278, -76.668333		

Administrative Information

Investigator In Charge (IIC):	Brian C Rayner	Adopted Date:	09/01/2004
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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