



National Transportation Safety Board Aviation Accident Data Summary

Location:	Watertown, NY	Accident Number:	ERA10LA128
Date & Time:	02/01/2010, 1512 EST	Registration:	N121PB
Aircraft:	CESSNA 402C	Injuries:	7 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

The pilot of the scheduled passenger flight was conducting a visual approach to runway 25 at the destination airport in marginal visual meteorological conditions. As the airplane descended to the traffic pattern, the pilot noticed the airspeed decrease from 145 knots to 85 knots. The pilot applied full power but did not observe an increase in airspeed. He elected to continue the approach and, due to weather conditions, joined the traffic pattern for runway 7. It is likely that the pilot felt pressure to complete the flight due to the deteriorating weather conditions, rather than taking time to identify and correct the anomaly or to attempt to cross-reference with other instruments. When the pilot deployed the wing flaps and extended the landing gear, he noted that the airplane felt as though it was traveling faster than its indicated airspeed. The airplane touched down approximately 1,000 feet past the runway threshold and bounced. The pilot attempted to apply brakes, but reported that the braking action was "nil" due to runway contamination. The airplane continued down the runway, departed the paved surface, and came to rest 366 feet past the runway's end. Postaccident testing revealed that the pitot tubes were warm to the touch when the pitot heat switch was turned on. Unregulated air pressure was applied to the right pitot tube and to the left pitot line downstream of the tube. The corresponding airspeed indicators displayed needle movement with no leaks detected. Since no further examination of the pitot-static system was conducted, the cause of the airspeed anomaly could not be determined.

Flight Events

Approach - Sys/Comp malf/fail (non-power)
Landing-landing roll - Runway excursion

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to continue the approach with a known anomaly with the left airspeed indicator. Contributing to the accident was an undetermined malfunction of the left airspeed indicator and the condition of the runway, resulting in decreased braking capability.

Findings

Aircraft-Aircraft systems-Indicating/recording systems-Indep instrument (clock, etc)-Malfunction - F
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Environmental issues-Physical environment-Runway/land/takeoff/taxi surfa-Snow/slush/ice covered-Effect on equipment - F
Not determined-Not determined-(general)-(general)-Unknown/Not determined - F

Pilot Information

Certificate:	Airline Transport	Age:	46
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	8227 hours (Total, all aircraft), 1374 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N121PB
Model/Series:	402C	Engines:	2 Reciprocating
Operator:	HYANNIS AIR LEASING INC	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	Commuter Air Carrier (135)	Engine Model/Series:	TSIO-520 SER
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	ART, 325 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 3500 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	10 knots, 240°
Temperature:	-6° C / -8° C	Visibility	3 Miles
Precipitation and Obscuration:	Light - Snow; Mist		
Departure Point:	Albany, NY (ALB)	Destination:	Watertown, NY (ART)

Airport Information

Airport:	Watertown International (ART)	Runway Surface Type:	Asphalt
Runway Used:	07	Runway Surface Condition:	Snow
Runway Length/Width:	5000 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Michael C Huhn	Adopted Date:	01/18/2012
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75328		

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