



National Transportation Safety Board Aviation Accident Final Report

Location:	GABRIELS, NY	Accident Number:	DCA92MA016
Date & Time:	01/03/1992, 0546 EST	Registration:	N55000
Aircraft:	BEECH 1900C	Aircraft Damage:	Destroyed
Defining Event:		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 and Findings

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

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	10/08/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
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 Manufacturer:	BEECH	Registration:	N55000
Model/Series:	1900C 1900C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	UC-135
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	12/29/1991, Continuous Airworthiness	Certified Max Gross Wt.:	16000 lbs
Time Since Last Inspection:	29 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	1675 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-65B
Registered Owner:	CHAMPLAIN ENTERPRISES	Rated Power:	1100 hp
Operator:	COMMUTAIR	Air Carrier Operating Certificate:	Commuter Air Carrier (135)
Operator Does Business As:	USAIR EXPRESS	Operator Designator Code:	US

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SLK, 1663 ft msl	Observation Time:	0505 EST
Distance from Accident Site:	5 Nautical Miles	Direction from Accident Site:	230°
Lowest Cloud Condition:	Unknown / 500 ft agl	Temperature/Dew Point:	-2° C / -4° C
Lowest Ceiling:	Obscured / 500 ft agl	Visibility	2 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	PLATTSBURGH, NY (PLB)	Type of Flight Plan Filed:	IFR
Destination:	SARANAC LAKE, NY (SLK)	Type of Clearance:	IFR
Departure Time:	0533 EST	Type of Airspace:	Class E

Airport Information

Airport:	ADIRONDACK (SLK)	Runway Surface Type:	Asphalt
Airport Elevation:	1663 ft	Runway Surface Condition:	
Runway Used:	23	IFR Approach:	ILS
Runway Length/Width:	6573 ft / 150 ft	VFR Approach/Landing:	None

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
Total Injuries:	2 Fatal, 2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L SWAIN	Adopted Date:	03/17/1994
Additional Participating Persons:			
Publish Date:			
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 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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