



National Transportation Safety Board Aviation Accident Final Report

Location:	POUGHKEEPSIE, NY	Accident Number:	NYC89FA092
Date & Time:	02/27/1989, 0808 EST	Registration:	N29X
Aircraft:	CESSNA S550	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 1 None

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

WITNESSES RPRTD ACFT WAS HI DRG APCH & LNDD NOSEWHEEL 1ST ABT 1600' BYD THRESHOLD, THEN BCM AIRBORNE & BOUNCED 2 TIMES. PLT STATED THAT BFR TCHDWN, HE STARTED TO 'SPOOL UP' ENGS, BUT NOTED LACK OF RESPONSE, THEN RETARDED THROTTLES & LNDD. HE SAID HE APPLIED BRAKES & SELECTED 'FULL REVERSE' & NOTED NO RESPONSE. RPRTDLY, NOSEWHEEL 'SKIPPED INTO AIR' WHILE ACFT STILL HAD FLYING SPEED. WITH INSUFFICIENT RWY RMNG TO STOP, HE ELECTED TO STOW REVERSERS & BGN GO-ARND. HE NOTED NO RESPONSE FM ENGS, THO ACFT HAD BCM AIRBORNE. ACFT THEN SETTLED BYD DEP END OF RWY & CRASHED ON ROUGH TRRN. EXAM REVEALED ENGS HAD INGESTED TWIGS, GRASS & DIRT. REVERSE LOAD LIMITERS (L/L) ON BOTH ENGS WERE FND IN TRIPPED PSN. FLT MAN STATED THAT TO AVOID ACTUATION OF L/L, DO NOT ADVANCE PRIMARY THROTTLE AFTER RTRNG REVERSE THRUST LEVER TO STOW UNTIL UNLOCK LIGHT IS OUT; MAINT REQUIRED TO RESET ACTUATED L/L. L/L WAS INCORPORATED ON THRUST REVERSER TO REDUCE ENG PWR TO IDLE, IF INADVERTENTLY DEPLOYED IN FLT. DRG POST-ACDNT CHK, BOTH ENGS WERE OPERD TO 85% AFTER L/L RESET.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF THE POWERPLANT CONTROLS, WHICH RESULTED IN ACTUATION (TRIPPING) OF THE REVERSE LOAD LIMITERS ON THE THRUST REVERSERS AND SUBSEQUENT REDUCTION OF AVAILABLE POWER IN BOTH ENGINES. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S MISJUDGEMENT OF DISTANCE, EXCESSIVE AIRSPEED, AND IMPROPER FLARE DURING THE LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: LANDING - ABORTED

Findings

1. ALL ENGINES
2. (F) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. (F) FLARE - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
6. (C) THRUST REVERSER - POPPED/TRIPPED
7. (C) POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - ABORTED

Findings

8. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	01/19/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6135 hours (Total, all aircraft), 635 hours (Total, this make and model), 2080 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N29X
Model/Series:	S550 S550	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	S550-0096
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	06/29/1988, Continuous Airworthiness	Certified Max Gross Wt.:	15100 lbs
Time Since Last Inspection:	143 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	703 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	JT15D-4B
Registered Owner:	NYNEX CORPORATION	Rated Power:	2500 lbs
Operator:	EXECUTIVE AIR FLEET	Air Carrier Operating Certificate:	None
Operator Does Business As:		Operator Designator Code:	IMKA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	POU, 166 ft msl	Observation Time:	0816 EST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	240°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	-3° C / -5° C
Lowest Ceiling:	None / 0 ft agl	Visibility	7 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	WHITE PLAINS, NY (HPN)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0755 EST	Type of Airspace:	

Airport Information

Airport:	DUTCHES COUNTY (POU)	Runway Surface Type:	Asphalt
Airport Elevation:	166 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	5001 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE, JR.	Adopted Date:	10/08/1992
Additional Participating Persons:			
Publish Date:			
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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