 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: ERA09LA339		Most Critical Injury: None		
		Occurrence Date: 06/12/2009		Investigated By: NTSB		
		Occurrence Type: Accident				
Location/Time						
Nearest City/Place		State	Zip Code	Local Time	Time Zone	
Bridgeport		CT	06615	0756	EDT	
Aircraft Information						
Registration Number		Aircraft Manufacturer		Model/Series Number		
N877AF		PILATUS AIRCRAFT LTD		PC-12/47		
Type of Aircraft: Airplane			Amateur Built Aircraft?			
Injury Summary:		Fatal	Serious	Minor	None	7
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No			
Narrative						
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:						
<p>On June 12, 2009 at 0756 eastern daylight time, a Pilatus PC-12/47 airplane, N877AF, was substantially damaged when it impacted a blast fence during landing at Igor Sikorsky Memorial Airport (BDR), Bridgeport, Connecticut. The two pilots and five passengers were not injured. Instrument meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed for the flight that originated at Norwood Memorial Airport (OWD), Norwood, Massachusetts. The aircraft was fractionally owned by private individuals who delegated the management of the airplane to Alpha Flying, Inc. The fractional ownership flight was conducted under the provisions of 14 Code of Federal Regulations Part 91, Subpart K.</p> <p>According to the pilots, they checked the weather prior to departure from Norwood and determined they would not be able to fly to their original destination of White Plains, New York. The captain discussed the weather with the operator and they decided to amend their destination to Bridgeport. The pilots reported that at the time of their departure, the weather being reported at Bridgeport included an overcast ceiling of 700 feet with 7 miles visibility and light rain.</p> <p>When they arrived in the Bridgeport area, the pilots conducted the VOR 24 approach "to minimums." When they were not able to visually obtain the runway environment at the missed approach point, they conducted a missed approach. The pilots then received "vectors to final" for the ILS 6 approach. The captain flew the approach with the autopilot engaged, and as the airplane reached the decision height for the approach (307 feet), the co-pilot visually obtained the runway lights and the captain disconnected the autopilot and continued the descent. As the airplane descend to an altitude of approximately 200 feet, the pilots visually obtained the runway and the captain decreased the power and called for "flaps 30."</p> <p>Both pilots stated they knew they were "landing long;" however, they had "plenty of runway" in front of them to safely touch down and stop on the runway. The captain estimated the airplane touched down about halfway down the 4,677-foot-long runway, and she immediately applied "max reverse" thrust, and "more than average braking." The airplane initially began to slow, and then "started hydroplaning" on the wet runway. The pilots observed a fence at the end of the runway, and decided they would not be able to perform a go-around. The airplane continued to skid on the runway and impacted the fence before coming to a stop.</p> <p>The pilots completed an "emergency shut down," and assisted the passengers in evacuating out the main cabin door.</p> <p>Both pilots stated they did not perform any landing distance calculations prior to or during the flight. They also reported no mechanical deficiencies with the airplane or engine.</p> <p>Examination of the airplane revealed substantial damage to the left wing. Additionally, examination of the airplane and engine by a Federal Aviation Administration inspector revealed no pre-impact</p>						
PRELIMINARY INFORMATION - SUBJECT TO CHANGE						
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National Transportation Safety Board

PRELIMINARY REPORT

AVIATION

NTSB ID: ERA09LA339

Occurrence Date: 06/12/2009


Occurrence Type: Accident

Narrative (Continued)

mechanical anomalies.

Weather reported at Bridgeport at 0752, included wind from 260 degrees at 5 knots, 2 miles visibility with light rain and mist, overcast clouds at 300 feet, temperature 17 degrees C, dew point 17 degrees C, and altimeter setting of 29.70 inches mercury.

Updated on Jun 26 2009 10:46AM

 <p>National Transportation Safety Board PRELIMINARY REPORT AVIATION</p>	NTSB ID: ERA09LA339	
	Occurrence Date: 06/12/2009	
	Occurrence Type: Accident	

Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Substantial	Accident Occurred During:


Crew	Name	Certificate No.	Injury	
Pilot	On File	On File	None	
2	On File	On File	None	
3				
4				
5				
6				

Operator Information				
Name	Operator Designator Code	Doing Business As		
Street Address	City	State	Zip Code	

-Type of Certificate(s) Held:	
Air Carrier Operating Certificate(s): Fractional Ownership	
Operating Certificate:	Operator Certificate:
Regulation Flight Conducted Under: Part 91 Subpart K: Fractional	
Type of Flight Operations Conducted: Executive/Corporate;Non-scheduled; Domestic; Passenger Only	

Flight Plan/Itinerary			
Type of Flight Plan Filed: IFR			
Last Departure Point	State	Airport Identifier	
Norwood	MA	OWD	
Destination	State	Airport Identifier	
Same as Accident/Incident Location		BDR	

Weather Information				
Investigator's Source: Internet	Facility ID: BDR	Observation Time (Local): 0752		
Sky/Lowest Cloud Condition:	Ft. AGL			
Lowest Ceiling: Overcast	300 Ft. AGL	Visibility: 2	SM	Altimeter: 29.70 "Hg

 <p>National Transportation Safety Board PRELIMINARY REPORT AVIATION</p>	NTSB ID: ERA09LA339	
	Occurrence Date: 06/12/2009	
	Occurrence Type: Accident	

Weather Information (Continued from page 2)

Temperature: 17 °C	Dew Point: 17 °C	Wind Direction: 260	
Wind Speed: 5 Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Instrument Conditions	

Administration Data

Notification From FAA New England ROC	Date
FAA District Office/Coordinator FAA/FSDO Max Schmitter	Investigator-In-Charge (IIC) Jill M. Andrews