



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Clarence Center, NY	<b>Accident Number:</b>	DCA09MA027
<b>Date &amp; Time:</b>	02/12/2009, 2017 EST	<b>Registration:</b>	N200WQ
<b>Aircraft:</b>	BOMBARDIER INC DHC-8-402	<b>Injuries:</b>	50 Fatal
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Analysis

The Safety Board's full report is available at [http://www.nts.gov/publictn/A\\_Acc1.htm](http://www.nts.gov/publictn/A_Acc1.htm). The Aircraft Accident Report number is NTSB/AAR-10/01.

On February 12, 2009, about 2217 eastern standard time, a Colgan Air, Inc., Bombardier DHC-8-400, N200WQ, operating as Continental Connection flight 3407, was on an instrument approach to Buffalo-Niagara International Airport, Buffalo, New York, when it crashed into a residence in Clarence Center, New York, about 5 nautical miles northeast of the airport. The 2 pilots, 2 flight attendants, and 45 passengers aboard the airplane were killed, one person on the ground was killed, and the airplane was destroyed by impact forces and a postcrash fire. The flight was operating under the provisions of 14 Code of Federal Regulations Part 121. Night visual meteorological conditions prevailed at the time of the accident.

## Flight Events

Approach-IFR initial approach - Stall warn/stick-shaker/pusher  
Approach-IFR initial approach - Aerodynamic stall/spin  
Approach-IFR initial approach - Attempted remediation/recovery  
Approach-IFR initial approach - Loss of control in flight

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The captain's inappropriate response to the activation of the stick shaker, which led to an aerodynamic stall from which the airplane did not recover. Contributing to the accident were (1) the flight crew's failure to monitor airspeed in relation to the rising position of the low-speed cue, (2) the flight crew failure to adhere to sterile cockpit procedures, (3) the captain's failure to effectively manage the flight, and (4) Colgan Air's inadequate procedures for airspeed selection and management during approaches in icing conditions.

## Findings

Aircraft-Aircraft systems-Navigation system-Stall warning system-Incorrect use/operation - C  
Personnel issues-Action/decision-Action-Incorrect action selection-Pilot - C  
Personnel issues-Psychological-Attention/monitoring-Monitoring equip/instruments-Flight crew - F  
Personnel issues-Task performance-Communication (personnel)-CRM/MRM techniques-Flight crew - F  
Personnel issues-Task performance-Workload management-(general)-Pilot - F

Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to structural icing-Not specified  
 Organizational issues-Management-Policy/procedure-Adequacy of policy/proc-Operator - F

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3263 hours (Total, all aircraft), 110 hours (Total, this make and model), 1205 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Co-Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	2238 hours (Total, all aircraft), 768 hours (Total, this make and model), 1350 hours (Pilot In Command, all aircraft), 174 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOMBARDIER INC	<b>Registration:</b>	N200WQ
<b>Model/Series:</b>	DHC-8-402	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	COLGAN AIR INC	<b>Engine Manufacturer:</b>	P&W CANADA
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	PW150A
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	BUF	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 2100 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 250°
<b>Temperature:</b>		<b>Visibility</b>	3 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Newark, NJ (EWR)	<b>Destination:</b>	Buffalo, NY (BUF)

## Airport Information

<b>Airport:</b>	Buffalo-Niagara International (BUF)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

Crew Injuries:	4 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	45 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	1 Fatal	Aircraft Explosion:	On-Ground
Latitude, Longitude:	43.011111, -78.634722 (est)		

## Administrative Information

Investigator In Charge (IIC):	Effie Lorenda Ward	Adopted Date:	03/28/2010
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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