

National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594



WPR22LA353

VIDEO

Specialist's Factual Report

May 31, 2023

A. ACCIDENT

Location: Pasco, Washington
Date: September 20, 2022
Time: 07:09 Pacific daylight time (PDT)
Airplane: Cessna 525B, Private, N528DV

B. VIDEO SPECIALIST

Specialist: Kyle Garner
Sr. Aerospace Engineer – Recorder Specialist
National Transportation Safety Board (NTSB)

C. DETAILS OF THE INVESTIGATION

A video group was not convened.

The NTSB Vehicle Recorder Division received a file containing video and audio recorded onboard the aircraft during the accident. The file was downloaded by non-NTSB personnel and forwarded via a file share service to the NTSB for review.

1.0 Video File Information

The video file received was in MP4 format and was about 54 seconds in duration. Metadata in the file indicated it was a screen capture and not the original recording, thus, information about the resolution and frame rate of the original video could not be determined.

The video was recorded from the right front seat in the cockpit by a non-pilot-rated passenger. The view was external-facing with portions of the instrument panel visible. A screenshot of the first frame of the recording is shown in Figure 1.



Figure 1. The first frame of the video recording. Runway 3L at Tri-Cities Airport (KPSC), Pasco, Washington, is visible in the distance.

1.1 Timing and Correlation

The video was synchronized to local time, PDT, using Automatic Dependent Surveillance-Broadcast (ADS-B) data broadcast from the aircraft during the accident.

Specifically, the ADS-B datapoint where the aircraft crossed the runway 3L threshold was synchronized to the same event in the video. Thus, the offset from video elapsed time to local time, PDT is the following:

$$\text{Accident local time, PDT} = \text{video elapsed time} + 07:08:51.0$$

For the remainder of this report, all time referenced is PDT.

D. SUMMARY OF EVENTS

In agreement with the Investigator-in-Charge, a summary report was prepared. Throughout the full duration of the recording, the engines sounded nominal and there were no aural warnings. Further, no passenger or crew dialogue was noted.

The recording began at about 07:08:51 PDT, when the aircraft was on final approach to runway 3L at KPSC. Interstate 182 was visible just above the glareshield. The daytime weather conditions appeared clear with no restrictions on visibility. The right-side primary flight display (PFD) was visible, however, due to the low resolution of the video, airspeed and altitude information displayed on the PFD was not discernable. The master caution and master warning lights were not illuminated.

At 07:08:59 PDT, the aircraft continued its final approach to runway 3L, and Interstate 182 was no longer visible above the glareshield.

At 07:09:08, the aircraft had crossed the runway threshold markings. The runway aiming point markings were visible directly ahead.

At 07:09:20 PDT, sounds consistent with the underside of the aircraft contacting and sliding down the runway were noted. The turnoff markings for taxiway Charlie were visible just above the glareshield.

At 07:09:40 PDT, as the aircraft continued to slide down the runway, the amber master caution light briefly illuminated.

At 07:09:44 PDT, the aircraft continued to slide down the runway. The designation markings for runway 21R were visible just above the glareshield. The amber master caution light briefly illuminated, and the video ended.

The aircraft coming to rest and the subsequent evacuation of the passengers and crew were not captured on the recording.

Submitted by:

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