

6/14/2006

FOR YOUR INFORMATION

2006-50/3-13

695026

To: Bombardier Inc., Canadair

Info: FAA (AFS-230, AFS-200, AFS-300, AFS-900, ANM-100, SEA-AEG), AASC, AIA, ALPA, AMFA, APA, ASAP, ATA, IFALPA, IAM, ICASS, NATA, NTSB, PAMA, RAA, TWU

From: Linda J. Connell, Director
NASA Aviation Safety Reporting System

Re: CRJ-200 ABORTED TAKEOFF DUE TO STANDBY AIRSPEED INDICATOR FAILURE,
WATER FOUND IN THE PITOT SYTEM

We recently received an ASRS report describing a safety concern which may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our FYI service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Harvey Hartmann or Don Purdy at (408) 541-2800 or email at hhartmann@mail.arc.nasa.gov, dpurdy@mail.arc.nasa.gov.



Aviation Safety Reporting System
385 Moffet Park Dr · Suite 200 · Sunnyvale · CA · 94089



ACN: 695026

Time

Date : 200604

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ZZZ.Tower

Make Model : Regional Jet 200 ER&LR

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 695026

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Standby Airspd Indicator

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Rejected Takeoff

Consequence.Other : Company Review

Consequence.Other : Maintenance Action

Narrative

OUR AIRPLANE HAD JUST COME IN. IT WAS OUR FIRST LEG OF THE DAY. I DECIDED TO DO A BATTERY START SINCE IT WAS ALREADY AFTER TIME XA20Z AND WE HAD NO POWER. #2 ENG BATTERY START WAS UNEVENTFUL. WE PUSHED BACK AND DID A CROSS BLEED START ON #1. TAXIED OUT TO RWY. DURING TKOF ROLL, I CROSS CHKD MY AIRSPD WITH THE STANDBY AIRSPD INDICATOR. IT READ ZERO. FO WAS THE PF ON THIS LEG. I CALLED ABORT, TOOK CTL AND REJECTED THE TKOF, NOTING NO AIRSPD ON STANDBY AIRSPD INDICATOR. WE HAD NOT REACHED THE 100 KT INCAPACITATION CHK. FO NOTIFIED TWR AND WE PULLED OFF THE RWY, NOTIFIED FLT ATTENDANT AND PAX AND COMPLETED AFTER LNDG CHKLST. WE PULLED INTO A REMOTE AREA OF RAMP TO TROUBLESHOOT PROB. BRAKE TEMPS NEVER GOT ABOVE 6, LEFT INBOARD GOT TO 7. CONTACTED DISPATCH/MAINT AND ADVISED TO RETURN TO GATE. DEPLANED PAX AND MAINT ARRIVED. DURING DIAGNOSIS, MAINT FOUND STANDBY PITOT SYSTEM COMPLETELY FULL OF WATER. HE HAD TO DRAIN SYSTEM 3 TIMES TO GET ALL THE WATER OUT OF THE SYSTEM. MAINT ALSO INSPECTED TIRES (FUSE PLUGS) AND SIGNED OFF ACFT FOR FERRY FLT.

CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE DAY WAS DRY WITH NO VISIBLE MOISTURE PRESENT AND THE AIRPLANE HAD JUST FLOWN IN TO THE STATION WITH NO INBOUND RPTS, JUST THE AUXILIARY POWER UNIT DEFERRED. THE TKOF WAS REJECTED WHEN IT WAS NOTED THE STANDBY AIRSPD INDICATOR READ '0.' BACK ON THE GATE, THE STANDBY PITOT SYSTEM WAS DRAINED THREE TIMES TO ELIMINATE ALL THE WATER. NO MOISTURE WAS FOUND IN THE PRIMARY L AND R PITOT DRAINS. THE RPTR SUGGESTS THE ROUTINE CHKS THAT WOULD CHK THE PITOT STATIC DRAINS FOR MOISTURE WERE NOT ACCOMPLISHED.

Synopsis

A CRJ200 ABORTED TKOF DUE TO STANDBY AIRSPD INDICATOR READ '0.' STANDBY PITOT SYSTEM WAS FOUND FULL OF WATER AND WAS DRAINED THREE TIMES TO REMOVE ALL WATER.