



National Transportation Safety Board Aviation Accident Final Report

Location:	Thermal, CA	Accident Number:	LAX05CA059
Date & Time:	01/03/2005, 0910 PST	Registration:	N441CX
Aircraft:	Cessna 441	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The airplane encountered muddy terrain and collapsed the nose landing gear during a landing overrun. The pilot reported that as he approached his destination he prepared for an instrument approach to the airport. The pilot descended via the approach to an altitude of about 800 feet, at which point he was able to identify the runway environment and transition to a visual approach. Throughout the approach, the pilot reported encountering moderate rain and restricted visibility. The airplane's speed during the approach was about 120 knots, varying slightly with configuration changes required during descents and transitions to level flight. During landing, the airplane touched down hard, about halfway down the 4,995-foot-long runway, and bounced twice. The pilot reported that once established in the landing rollout, he applied full brakes and configured the propellers in full reverse thrust, attempting to stop before the end of the runway. The pilot said that although the runway was absent of noticeable standing water, the moderate rain and wet conditions hindered braking effectiveness. The airplane continued off the runway and impacted terrain resulting in the collapse of the nose gear. The pilot was unable to remember the speed at which the airplane touched, but opined that it was about 100 knots, the normal touchdown speed for the airplane. The Airplane Flying Handbook states that "hydroplaning can have serious adverse effects on ground controllability and braking efficiency" and recommends that "touchdown speed should be as slow as possible consistent with safety."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudged speed and distance, which resulted in a failure to attain the proper touchdown point and a subsequent overrun of the runway. A factor in the accident was limited braking effectiveness resulting from the wet runway condition.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - MUDDY

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	05/10/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1763 hours (Total, all aircraft), 454 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N441CX
Model/Series:	441	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	441-305
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	Garrett
ELT:	Not installed	Engine Model/Series:	TPE331
Registered Owner:	Western Slope Auto Co. Inc.	Rated Power:	
Operator:	Western Slope Auto Co. Inc.	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Instrument Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:	Broken / 2500 ft agl	Visibility	1.5 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Grand Junction, CO (GJT)	Type of Flight Plan Filed:	IFR
Destination:	Thermal, CA (TRM)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Jacqueline Cochran Regional (TRM)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	30	IFR Approach:	VOR/DME
Runway Length/Width:	4995 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	5 None		

Administrative Information

Investigator In Charge (IIC):	George Petterson	Adopted Date:	04/28/2005
Additional Participating Persons:	Gabe Serrano; Federal Aviation Administration; Riverside, CA		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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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