



National Transportation Safety Board Aviation Accident Data Summary

Location:	Thermal, CA	Accident Number:	LAX05CA059
Date & Time:	01/03/2005, 0910 PST	Registration:	N441CX
Aircraft:	Cessna 441	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

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

Pilot Information

Certificate:	Private	Age:	61
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Turbo Prop
Operator:	Western Slope Auto Co. Inc.	Engine Manufacturer:	Garrett
Air Carrier Operating Certificate:	None	Engine Model/Series:	TPE331
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Instrument Conditions	Lowest Ceiling:	Broken / 2500 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:		Visibility:	1.5 Miles
Precipitation and Obscuration:			
Departure Point:	Grand Junction, CO (GJT)	Destination:	Thermal, CA (TRM)

Airport Information

Airport:	Jacqueline Cochran Regional (TRM)	Runway Surface Type:	Asphalt
Runway Used:	30	Runway Surface Condition:	Wet
Runway Length/Width:	4995 ft / 100 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	George Petterson	Adopted Date:	04/28/2005
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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