



National Transportation Safety Board Aviation Accident Factual Report

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| Location: | Coeur d'Alene, ID | Accident Number: | SEA08LA041 |
| Date & Time: | 12/02/2007, 1845 PST | Registration: | N551GF |
| Aircraft: | CESSNA 551 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 8 None |

Flight Conducted Under: Part 91: General Aviation - Personal

On December 2, 2007, approximately 1845 Pacific standard time, a Cessna 551, N551GF, departed the runway during the landing roll at Coeur d'Alene Air Terminal (COE), Coeur d'Alene, Idaho. The airline transport pilot, airline transport second pilot, and six passengers were not injured. The airplane was substantially damaged. CCM Aviation L.L.C. was operating the airplane under 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed for the cross-country personal flight that originated from Henderson, Nevada, approximately 3 hours before the accident. An instrument flight rules flight plan had been filed and activated.

The pilot reported to a Federal Aviation Administration (FAA) inspector that he landed on runway 23. He said upon touchdown the airplane began hydroplaning to the right. He added power to the right engine to try and stay on the centerline, and regain directional control. The airplane continued drifting right until it struck a concrete pad that was supporting a lighted runway sign. The airplane came to rest approximately 90 degrees to the centerline, and 10 to 15 feet off the runway.

Post accident examination of the airplane by an FAA inspector revealed that the nose landing gear separated from the airplane and impacted the leading edge of the left wing, which created an indentation and hole. Additionally, the nose gear wheel well was structurally deformed, which required a major repair to rectify. The pilot said that on approach to the airport, he was told that there was 3/4 inch of snow on the runway, and the wind was from 170 to 190 degrees at 16 knots, gusting to 22 knots. He was also told that braking had been tested by a vehicle, and was reported to be "NIL" on runway 01/10 and "POOR" on runway 05/23. After landing, he discovered that the runway had 2 1/2 inches of slush on it.

Pilot Information

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| Certificate: | Airline Transport; Flight Instructor; Commercial | Age: | 72, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane; Helicopter | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane; Instrument Helicopter | Toxicology Performed: | No |
| Medical Certification: | Class 2 With Waivers/Limitations | Last FAA Medical Exam: | 06/25/2007 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 12/14/2006 |
| Flight Time: | 17000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 16500 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Co-Pilot Information

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|----------------------------------|--|--|-----|
| Certificate: | | Age: | |
| Airplane Rating(s): | | Seat Occupied: | |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | | Second Pilot Present: | Yes |
| Instructor Rating(s): | | Toxicology Performed: | |
| Medical Certification: | | Last FAA Medical Exam: | |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Co-Pilot Information

| | | | |
|----------------------------------|---|--|------------|
| Certificate: | Airline Transport; Commercial; Flight Engineer | Age: | 59, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 With Waivers/Limitations | Last FAA Medical Exam: | 10/23/2007 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | 10/07/2007 |
| Flight Time: | 25000 hours (Total, all aircraft), 49 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------------|---------------------------------------|-------------------|
| Aircraft Make: | CESSNA | Registration: | N551GF |
| Model/Series: | 551 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 551-0039 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 8 |
| Date/Type of Last Inspection: | 10/29/2007, Continuous Airworthiness | Certified Max Gross Wt.: | 12700 lbs |
| Time Since Last Inspection: | | Engines: | 2 Turbo Fan |
| Airframe Total Time: | 4673 Hours at time of accident | Engine Manufacturer: | Pratt and Whitney |
| ELT: | Installed, not activated | Engine Model/Series: | JT15D-4 |
| Registered Owner: | CCM Aviation L.L.C. | Rated Power: | 2500 lbs |
| Operator: | CCM Aviation L.L.C. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night |
| Observation Facility, Elevation: | COE, 2320 ft msl | Distance from Accident Site: | |
| Observation Time: | 1835 PST | Direction from Accident Site: | |
| Lowest Cloud Condition: | Few / 1300 ft agl | Visibility | 9 Miles |
| Lowest Ceiling: | Broken / 4200 ft agl | Visibility (RVR): | |
| Wind Speed/Gusts: | 16 knots / 29 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 170° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.75 inches Hg | Temperature/Dew Point: | 2° C / 0° C |
| Precipitation and Obscuration: | Moderate - Rain; Moderate - Snow | | |
| Departure Point: | Henderson, NV (HND) | Type of Flight Plan Filed: | IFR |
| Destination: | Coeur d'Alene, ID (COE) | Type of Clearance: | IFR |
| Departure Time: | 1555 PST | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|----------------------------------|----------------------------------|--|
| Airport: | Coeur d'Alene Air Terminal (COE) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 2320 ft | Runway Surface Condition: | Standing Water; Slush covered; Snow; Wet |
| Runway Used: | 23 | IFR Approach: | Circling; ILS |
| Runway Length/Width: | 7400 ft / 100 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|------------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 6 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 8 None | Latitude, Longitude: | 47.774167, -116.819444 |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | James F Struhsaker |
| Additional Participating Persons: | Jim Benning; FAA FSDO; Spokane, WA |
| Investigation Docket: | NTSB accident and incident docket 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/ . |