



National Transportation Safety Board Aviation Accident Final Report

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		

Analysis

The airplane was landing at night on a runway contaminated with 2.5 inches of slush and a 60-degree left crosswind at 16 knots, gusting to 22 knots. After the airplane touched down, it immediately began hydroplaning to the right. The pilot attempted to correct by adding power to the right engine to regain directional control; however, the nose landing gear struck a concrete pad, which was supporting a lighted runway sign. The landing gear separated from the airplane and struck the leading edge of the left wing, which created an indentation and hole. The nose landing gear wheel well was structurally deformed, and required a major repair to rectify. Prior to landing, a vehicle had tested the runway's braking action, and the pilot was informed that it was "POOR."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain aircraft control during landing roll out. Contributing to the accident was the slush contaminated runway and the crosswind weather conditions.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
3. (F) WEATHER CONDITION - CROSSWIND
4. LIGHT CONDITION - DARK NIGHT

Factual Information

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

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

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

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

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

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

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

Investigator In Charge (IIC):	James F Struhsaker	Report Date:	12/24/2008
Additional Participating Persons:	Jim Benning; FAA FSDO; Spokane, WA		
Publish Date:	03/24/2010		
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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