



National Transportation Safety Board Aviation Accident Final Report

Location:	Boise, ID	Accident Number:	WPR13LA111
Date & Time:	02/02/2013, 1924 MST	Registration:	N8465L
Aircraft:	CESSNA T210L	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Other Work Use		

Analysis

The pilot had been with the company about 2 weeks, and a pilot-rated passenger was on board the airplane to instruct the pilot on the use of the equipment associated with aerial survey work. The pilot had not previously flown this make/model airplane, so the passenger was also facilitating the pilot's understanding of the airplane and its individual characteristics. The pilot completed about 3 hours of survey work and then proceeded to the airport for an instrument landing system approach. The pilot reported that, as the airplane neared the decision height, he observed lights on the ground, which he believed were part of the airport environment, so he continued the approach. When he subsequently determined that the approach was unstable, it was too late to execute a missed approach, and he landed the airplane short of the runway. The airplane sustained substantial damage to the fuselage. The pilot and passenger safely exited the airplane.

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 a proper glidepath and stabilized approach, which resulted in the airplane touching down short of the runway.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained (Cause)
Personnel issues	Incorrect action performance - Pilot (Cause)
Environmental issues	Runway/taxi/approach light - Effect on personnel

Factual Information

On February 2, 2013, about 1924 mountain standard time, a Cessna T210L, N8465L, collided with terrain at Boise Air Terminal, Boise, Idaho. Mat-Tech Engineering LLC was operating the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The commercial pilot and one pilot-rated passenger sustained minor injuries; the airplane sustained substantial damage to the fuselage from impact forces. The cross-country aerial survey flight departed Twin Falls, Idaho, about 1530, with a planned destination of Boise. Instrument meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan had been filed.

The pilot had been with the company about 2 weeks, and the passenger was on board to instruct the pilot on the use of the equipment associated with aerial survey work. The pilot had not flown this airplane so the passenger was also facilitating understanding of the airplane and its individual characteristics.

The pilot reported that the airplane had a full tank of fuel at departure, and the plan was to complete 3.5 hours of survey work; the work took about 3 hours. The pilot-rated passenger was to perform the radio calls. In addition to the automated terminal information system airport weather, the pilot asked approach control about the conditions at the airport. The pilot had apprehension about the weather, but proceeded to Boise for lack of a more suitable airport nearby that reported weather.

The pilot reported that he received an IFR clearance, and was on an instrument landing system approach to runway 10R. As he neared decision height, he observed a light, which he believed was part of the airport environment, so he continued the approach. However, when he determined that the approach was unstable, it was too late to execute a missed approach, and the landing was short of the runway. The pilot and passenger exited the airplane safely under their own power.

The pilot did not complete the National Transportation Safety Board Pilot/Operator Aircraft Accident/Incident Report Form 6120.1.

History of Flight

Landing-flare/touchdown

Abnormal runway contact (Defining event)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	33
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	12/27/2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1323 hours (Total, all aircraft), 27 hours (Total, this make and model), 33 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N8465L
Model/Series:	T210L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21060635
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	10713 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Not installed	Engine Model/Series:	TSIO-520 SER
Registered Owner:	MAR-TECH ENGINEERING LLC	Rated Power:	300 hp
Operator:	MAR-TECH ENGINEERING LLC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KBOI, 2871 ft msl	Observation Time:	1853 MST
Distance from Accident Site:		Condition of Light:	Night/Dark
Direction from Accident Site:		Conditions at Accident Site:	Instrument Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	-1 °C / -1 °C
Lowest Ceiling:	Indefinite (V V) / 100 ft agl	Visibility	0 Miles
Wind Speed/Gusts, Direction:	4 knots, 290°	Visibility (RVR):	
Altimeter Setting:	30.42 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	Light - Freezing - Fog; No Precipitation		
Departure Point:	Twin Falls, ID (TWF)	Type of Flight Plan Filed:	IFR
Destination:	Boise, ID (BOI)	Type of Clearance:	IFR
Departure Time:	1620 MST	Type of Airspace:	

Airport Information

Airport:	Boise Air Terminal (BOI)	Runway Surface Type:	Asphalt
Airport Elevation:	2871 ft	Runway Surface Condition:	Dry
Runway Used:	10R	IFR Approach:	ILS
Runway Length/Width:	9763 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor		

Administrative Information

Investigator In Charge (IIC):	Howard D Plagens	Adopted Date:	06/22/2015
Additional Participating Persons:	Bud L Carlson; FAA-FSDO; Boise, ID		
Publish Date:	06/22/2015		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86125		

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