



National Transportation Safety Board Aviation Accident Final Report

Location:	Canadian, Texas	Accident Number:	CEN11LA251
Date & Time:	March 28, 2011, 08:25 Local	Registration:	N410VE
Aircraft:	Cessna 425	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	4 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

While on a straight-in global-positioning-system approach, the airplane broke out of the clouds directly over the end of the runway. The pilot then remained clear of the clouds and executed a no-flap circling approach to the opposite direction runway. The pilot said that his airspeed was high when he touched down. The landing was hard, and the right main landing gear tire blew out, the airplane departed the runway to the left, and the left main landing gear collapsed. No preaccident mechanical malfunctions or failures were found that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continuation of the approach with excessive airspeed, which resulted in a hard landing and a loss of directional control.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Decision making/judgment - Pilot
Aircraft	Airspeed - Incorrect use/operation
Aircraft	Directional control - Not attained/maintained

Factual Information

On March 28, 2011, about 0825 central daylight time, a Cessna 425, multi-engine airplane, N410VE, was substantially damaged when it impacted terrain at Hemphill County Airport (HHF), Canadian, Texas. The airplane was owned and operated by Crown Supply Corporation, Grand Junction, Colorado. Instrument meteorological conditions prevailed and an instrument flight rules flight plan had been filed for the 14 Code of Federal Regulations Part 91 flight. The pilot and two passengers were uninjured, and four passengers sustained minor injuries. The flight had originated from the Grand Junction Regional Airport (GJT), Grand Junction, Colorado, about 0545 mountain daylight time and was en route to HHF.

The pilot conducted a straight-in global positioning system (GPS) approach to runway 22 and reported he was directly over the end of the runway when he broke out of the base of the clouds. The pilot then remained clear of the clouds and executed a no-flap circling approach to the opposite direction runway. The pilot said his airspeed was high when he touched down. The landing was hard and the right main landing gear tire "blew". Witnesses and passengers said the airplane bounced several times, collapsed the left main landing gear, and the airplane came to rest 300 feet from the runway centerline.

Examination of the airplane revealed that the airframe structure where the nose landing gear attached to the airframe was bent and torn. The fuselage was buckled in several locations and the left wing spar was bent. No preaccident mechanical malfunctions or failures were found that would have precluded normal operation.

At 0825, the automated weather observing system at HHF, reported winds from 140 degrees at 5 knots, visibility of 5 miles, overcast clouds at 600 feet, temperature 1 degrees Celsius, dew point 0 degrees Celsius, with an altimeter setting of 29.98 inches of Mercury.

History of Flight

Approach-circling (IFR)	Miscellaneous/other
Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing-landing roll	Loss of control on ground
Landing-landing roll	Runway excursion
Landing-landing roll	Dragged wing/rotor/float/other

Pilot Information

Certificate:	Airline transport	Age:	66, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 7, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 5, 2009
Flight Time:	22500 hours (Total, all aircraft), 1000 hours (Total, this make and model), 19500 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 160 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N410VE
Model/Series:	425 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	425-0097
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	March 6, 2011 Continuous airworthiness	Certified Max Gross Wt.:	8200 lbs
Time Since Last Inspection:	68 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	7412 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	Installed, not activated	Engine Model/Series:	PT6A-112
Registered Owner:		Rated Power:	450 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	MHHF, 2396 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	08:25 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	600 ft AGL	Visibility	5 miles
Lowest Ceiling:	Overcast / 600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	1°C / 0°C
Precipitation and Obscuration:	Light - None - Mist		
Departure Point:	GRAND JUNCTION, CO (GJT)	Type of Flight Plan Filed:	IFR
Destination:	Canadian, TX (HHF)	Type of Clearance:	IFR
Departure Time:	05:45 Local	Type of Airspace:	

Airport Information

Airport:	Hemphill County Airport HHF	Runway Surface Type:	Asphalt
Airport Elevation:	2396 ft msl	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	Circling; Global positioning system
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Minor, 3 None	Latitude, Longitude:	35.890277, -100.402221 (est)

Administrative Information

Investigator In Charge (IIC):	Latson, Thomas
Additional Participating Persons:	Arturo Castillo; FAA Lubbock FSDO; Lubbock, TX
Original Publish Date:	February 12, 2013
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=78704

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