



National Transportation Safety Board Aviation Accident Final Report

Location:	NEWTON, IA	Accident Number:	CHI95LA069
Date & Time:	01/11/1995, 1930 CST	Registration:	N287MC
Aircraft:	CESSNA S550	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

BOTH PILOTS STATED THAT AFTER COMPLETING AN ILS APPROACH TO RUNWAY 32 THE AIRPLANE WAS ALIGNED OFF THE RIGHT SIDE OF THE RUNWAY. THE CAPTAIN (FLYING PILOT) ATTEMPTED TO CORRECT TO THE CENTER OF THE RUNWAY; HOWEVER, THE LEFT MAIN LANDING GEAR TOUCHED DOWN OFF THE LEFT SIDE OF THE RUNWAY IN A SNOWBANK AND THE AIRPLANE EXITED THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot-in-command's failure to attain runway alignment. A factor was a snowbank.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. (F) TERRAIN CONDITION - SNOWBANK
2. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Factual Information

On January 11, 1995, at 1930 central standard time, a Cessna S550, N287MC, registered to Maytag Corporation of Newton, Iowa, and operated by a crew of two ATP pilots, touched down with the left main landing gear off the left side of runway 32 (5,599' X 100' dry/asphalt) at Newton, Iowa, following an ILS approach. Instrument meteorological conditions prevailed at the time of the accident. The nose landing gear collapsed and the airplane sustained substantial damage. The crew of two and four passengers reported no injuries. The corporate 14 CFR Part 91 flight was operating on an IFR flight plan. The flight departed North Canton, Ohio, at 1800.

Both pilots reported that after the ILS approach the airplane was initially lined up on the centerline of the runway; however, at 20 feet above ground level the airplane drifted off the right side of the landing runway. The Captain (flying pilot) attempted to return the airplane to the center of the runway; however, the airplane's left main gear touched down in the snow off the left side of the runway and the airplane exited the runway.

Pilot Information

Certificate:	Airline Transport	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last Medical Exam:	11/23/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6510 hours (Total, all aircraft), 4053 hours (Total, this make and model), 3950 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N287MC
Model/Series:	S550 S550	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	S550-0102
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	11/07/1994, AAIP	Certified Max Gross Wt.:	15100 lbs
Time Since Last Inspection:	69 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	4316 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	JT15D-4B
Registered Owner:	MAYTAG CORPORATION	Rated Power:	2500 lbs
Operator:	MAYTAG CORPORATION	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TNU, 952 ft msl	Observation Time:	1915 CST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	1° C / -1° C
Lowest Ceiling:	Overcast / 200 ft agl	Visibility	0.25 Miles
Wind Speed/Gusts, Direction:	5 knots, 140°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	NORTH CANTON, OH (CAK)	Type of Flight Plan Filed:	IFR
Destination:	, IA (TNU)	Type of Clearance:	IFR
Departure Time:	1800 CST	Type of Airspace:	

Airport Information

Airport:	NEWTON MUNICIPAL (TNU)	Runway Surface Type:	Asphalt
Airport Elevation:	952 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	ILS
Runway Length/Width:	5599 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): STEPHEN A WILSON **Adopted Date:** 05/09/1995

Additional Participating Persons: LARRY D YOUNG; DES MOINES, IA

Publish Date:

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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