



Aviation Investigation Factual Report

| | | | |
|--------------------------------|-------------------------------|-------------------------|-------------|
| Location: | Grand Forks, North Dakota | Accident Number: | CEN09CA156 |
| Date & Time: | December 5, 2008, 13:38 Local | Registration: | N51RF |
| Aircraft: | ROCKWELL INTERNATIONAL 500-S | Aircraft Damage: | Substantial |
| Defining Event: | Landing gear not configured | Injuries: | 2 None |
| Flight Conducted Under: | Public aircraft | | |

Pilot Information

| | | | |
|----------------------------------|--|--|------------------|
| Certificate: | Commercial | Age: | 38, 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: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 With waivers/limitations | Last FAA Medical Exam: | January 18, 2008 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | June 6, 2008 |
| Flight Time: | 1096 hours (Total, all aircraft), 587 hours (Total, this make and model) | | |

Co-pilot Information

| | | | |
|----------------------------------|--|--|--------------------|
| Certificate: | Commercial; Private | Age: | 31, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| 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: | September 11, 2008 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 269 hours (Total, all aircraft), 53 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|---|---------------------------------------|-----------------|
| Aircraft Make: | ROCKWELL INTERNATIONAL | Registration: | N51RF |
| Model/Series: | 500-S | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 3298 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | December 3, 2008 100 hour | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 2 Reciprocating |
| Airframe Total Time: | 10586 Hrs at time of accident | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | TIO-540 SER |
| Registered Owner: | UNITED STATES DEPARTMENT OF COMMERCE | Rated Power: | 310 Horsepower |
| Operator: | UNITED STATES DEPARTMENT OF COMMERCE | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

| | | | |
|---|------------------------|---|-------------|
| Conditions at Accident Site: | Instrument (IMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | GFK,845 ft msl | Distance from Accident Site: | |
| Observation Time: | 13:25 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Thin Overcast | Visibility | 1 miles |
| Lowest Ceiling: | Overcast / 800 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 12 knots / None | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 200° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.57 inches Hg | Temperature/Dew Point: | -6°C / -8°C |
| Precipitation and Obscuration: | Light - Blowing - Snow | | |
| Departure Point: | Fargo, ND (FAR) | Type of Flight Plan Filed: | IFR |
| Destination: | Grand Forks, ND (GFK) | Type of Clearance: | IFR |
| Departure Time: | 12:55 Local | Type of Airspace: | |

Airport Information

| | | | |
|-----------------------------|------------------------------------|----------------------------------|----------------|
| Airport: | Grand Forks International Airp GFK | Runway Surface Type: | Asphalt |
| Airport Elevation: | 845 ft msl | Runway Surface Condition: | Unknown |
| Runway Used: | 17R | IFR Approach: | LOC-backcourse |
| Runway Length/Width: | 7351 ft / 150 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

| | | | |
|----------------------------|--------|-----------------------------|----------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 47.949165,-97.176109 |

Administrative Information

| | |
|--|---|
| Investigator In Charge (IIC): | Brannen, John |
| Additional Participating Persons: | Verle Addison; FAA-Fargo FSDO; Fargo, ND |
| Report Date: | June 15, 2009 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=73329 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).