



Aviation Investigation Final Report

Location:	SANDUSKY, Ohio	Accident Number:	NYC00LA083
Date & Time:	February 18, 2000, 18:10 Local	Registration:	N87341
Aircraft:	Cessna 310R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot did not check local winds, but was advised by snow removal personnel that runway 27, a 3,599-foot runway, was being plowed. The pilot executed an IFR approach, and after entering VMC, had "good visibility," but the airplane was too high. The pilot circled to the south to lose altitude, then maneuvered the airplane to land on runway 27. Aware of the ice and snow covering the runway, the pilot elected to continue the approach. The airplane touched down 500 feet from the approach end of the runway with approximately a 20-knot tailwind. Unable to stop, the airplane departed the runway, then impacted a snow bank.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to land on a runway that was covered with ice and snow, without obtaining current wind information. Factors were the 20-knot tailwind and the snow-covered runway.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SNOWBANK

Factual Information

On February 18, 2000, about 1810 eastern standard time, a Cessna 310R, N87341, was substantially damaged while landing at the Sandusky Airport, Sandusky, Ohio. The certificated airline transport pilot was not injured. Visual meteorological conditions (VMC) prevailed for the positioning flight that departed Pontiac, Michigan. An instrument flight rules flight plan was filed, and the flight was conducted under 14 CFR Part 91.

According to a NTSB Form 6120.1/2 filed by the operator, the pilot executed an IFR approach at Sandusky. The pilot did not check local winds, but was advised by snow removal personnel that runway 27 was being plowed. With a tail wind, the airplane touched down on the snow covered 3,559 foot runway.

According to an Ohio State Police Officer, the winds were out of the northeast at 20 knots. In addition, the Operator's Chief Pilot stated to the Officer that the runway was plowed but had not been treated with either salt or sand.

According to the pilot, he executed an IFR approach. Once in VMC, he had "good visibility," but the airplane was too high to complete the approach so he circled to the south to loss altitude. The airplane touched down on the runway approximately 500 feet from the approach end. Unable to stop, it departed the far end of the runway, and impacted a snow bank. The pilot added that the runway had been recently plowed, but an increase in wind had blown some of the snow back, which then melted. While airborne, the pilot estimated that 85 percent of the runway was covered with ice, but thought he could stop the airplane before reaching the end. In addition, the pilot had never landed at Sandusky before.

According to a Federal Aviation Administration Inspector, the airplane had been placed on jacks, and both propellers were removed before he arrived at the scene. The inspector added that he classified the damage as substantial because of structural damage to the nose gear attaching point, damage to the forward bulkhead, and damage to longerons in the nose section of the airplane.

Pilot Information

Certificate:	Airline transport	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:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	May 27, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 11, 1999
Flight Time:	2000 hours (Total, all aircraft), 400 hours (Total, this make and model), 1900 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N87341
Model/Series:	310R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310R-0520
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 5, 2000 Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8094 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:	ROYAL AIR FREIGHT, INC	Rated Power:	285 Lbs thrust
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TOL,684 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	17:52 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Overcast / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	-2°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PONTIAC, MI (PTK)	Type of Flight Plan Filed:	IFR
Destination:	SANDUSKY, OH (SKY)	Type of Clearance:	IFR
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	GRIFFIN SANDUSKY SKY	Runway Surface Type:	Asphalt
Airport Elevation:	580 ft msl	Runway Surface Condition:	Ice;Snow
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3559 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.433334,-82.652221

Administrative Information

Investigator In Charge (IIC):	Muzio, David
Additional Participating Persons:	TIM LET; FAA FSDO-25; CLEVELAND, OH
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=48760

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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](#).