



Aviation Investigation Final Report

Location:	Oxford, Iowa	Accident Number:	CEN21FA207
Date & Time:	May 2, 2021, 15:52 Local	Registration:	N1215M
Aircraft:	Cessna T210M	Aircraft Damage:	Destroyed
Defining Event:	Loss of control on ground	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A witness reported that, after the airplane touched down on runway 15, it bounced, and the right wing lifted up to an estimated 45° angle. The airplane’s wings then leveled, and the airplane bounced a second time. The airplane landed, exited the runway surface to the left, and continued into a harvested cornfield. The witness heard the engine power increase, and the airplane pilot attempted to take off from the field. The airplane impacted a power pole and power line near the corner of the harvested cornfield, then impacted terrain and was destroyed by a postcrash fire. Examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

The closest weather observing station reported wind from the southwest about 19 to 20 knots, gusting 27 to 30 knots. The airplane’s maximum demonstrated crosswind component during takeoff or landing was 21 knots. It is likely that the gusting crosswind lifted the airplane’s right wing and the pilot was unable to maintain directional control during landing. The pilot’s subsequent decision to attempt to take off from the corn field resulted in impact with the power pole/line.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's loss of directional control during landing in gusting crosswind conditions that exceeded the airplane's capability and his decision to attempt to takeoff from a field, which resulted in collision with a power pole/line and terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Aircraft	Maximum crosswind component - Capability exceeded
Personnel issues	Decision making/judgment - Pilot
Personnel issues	Incorrect action performance - Pilot
Environmental issues	Rough terrain - Effect on operation

Factual Information

History of Flight

Landing	Other weather encounter
Landing-flare/touchdown	Abnormal runway contact
Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

On May 2, 2021, at 1552 central daylight time, a Cessna T210M airplane, N1215M, was destroyed when it was involved in an accident near Oxford, Iowa. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to air traffic control information, the pilot contacted the Eastern Iowa Airport (CID), Cedar Rapids, Iowa, tower controller and reported that he was going to perform landings at Green Castle Airport (IA24), Oxford, Iowa, located about 8 miles south of CID.

A witness located adjacent to the runway at IA24 reported the airplane entered a left traffic pattern for runway 15. After touchdown, the airplane bounced, and the right wing lifted up to an estimated 45° angle. The airplane's wings then leveled, and the airplane bounced a second time. The airplane landed, exited the runway surface to the left, and entered a harvested corn field. The witness then heard the engine increase to full power, and the airplane pilot attempted to take off from the field. The airplane impacted a power pole and power line near the corner of the field and subsequently impacted terrain; a postcrash fire ensued. The witness estimated the wind to be from the west about 20 knots at the time of the accident.

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 8, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 1550 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1215M
Model/Series:	T210M	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21061924
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	November 8, 2020 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5955.7 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-R
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

According to the pilot's operating handbook for the airplane, the maximum demonstrated crosswind velocity for takeoff or landing was 21 knots.

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCID, 868 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	15:52 Local	Direction from Accident Site:	1°
Lowest Cloud Condition:	Few / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 27 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.5 inches Hg	Temperature/Dew Point:	29°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Iowa City, IA (IOW)	Type of Flight Plan Filed:	None
Destination:	Oxford, IA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

At 1452, the CID automated surface observing system reported wind from 200° at 20 knots gusting to 28 knots. The peak wind was from 220° at 30 knots.

Airport Information

Airport:	GREEN CASTLE IA24	Runway Surface Type:	Asphalt
Airport Elevation:	750 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	4000 ft / 60 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	41.752565,-91.718851(est)

The main wreckage was located in a harvested corn field about 750 ft east of the end of runway 15. Landing gear tire marks were noted in the field and measured about 1,200 ft in length. The distance from the end of the tire marks to the power pole/power line was about 300 ft. Figure 1 shows the end of runway 15, tire marks in the field, power lines, and accident site with the postaccident fire damage.



Figure. Image showing the end of runway 15, tire marks in the field, power lines, and accident site with the postaccident fire damage

A separated outboard section of the left wing was located between the power pole and main wreckage. The main wreckage, which was consumed by fire, comprised the fuselage, empennage, engine, and propeller assembly. The propeller assembly was separated from the engine crankshaft and found embedded in the soft terrain. Flight control continuity was established to all flight control surfaces and cockpit flight controls. Postaccident examination of the airplane revealed no evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation.

Medical and Pathological Information

Toxicology testing performed at the FAA Forensic Sciences Laboratory found 6 (mg/dL) glucose in the pilot's urine. Carboxyhemoglobin, ethanol, and drugs were not detected in the pilot's specimens.

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Tony Will; FAA; Des Moines, IA Andrew Hall; Textron Aviation; Wichita, KS
Original Publish Date:	July 20, 2022
Last Revision Date:	March 10, 2025
Investigation Class:	Class 3
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=103011

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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](#).