



Aviation Investigation Final Report

Location:	Cresson, Texas	Accident Number:	CEN22LA262
Date & Time:	June 21, 2022, 08:40 Local	Registration:	N7361K
Aircraft:	Cessna P210N	Aircraft Damage:	Substantial
Defining Event:	Off-field or emergency landing	Injuries:	1 Serious, 3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was conducting a third maintenance test flight after a new engine had been installed with the airplane's co-owner and two other passengers on board. The airplane was full of fuel and no preflight weight and balance calculations were completed. During the takeoff roll, the pilot rotated about 51 kts, which was 20 knots below normal rotation speed, and the airplane became airborne briefly before it settled back on the runway. The pilot then added nose up trim, rotated at 55 kts, and climbed slowly. The pilot continued to climb the airplane when the co-owner heard the stall warning horn. The pilot made a left turn to avoid terrain at the south end of the runway and then setup for a forced landing as the airplane was unable to maintain altitude. During the forced landing, the airplane impacted trees and terrain. The airplane sustained substantial damage to the fuselage and both wings. The pilot reported that the airplane was overweight and that there were no preaccident mechanical malfunctions or failures that would have precluded normal operation. A postaccident weight and balance calculation determined that the airplane was about 359 lbs over the maximum takeoff weight.

Probable Cause and Findings

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

The pilot's failure to complete proper preflight performance planning and his operation of the airplane outside of the manufacturer's specified weight and balance limitations, which resulted in the airplane's inability to maintain altitude and an impact with trees and terrain during an attempted forced landing.

Findings

Aircraft	Maximum weight - Capability exceeded
Personnel issues	Decision making/judgment - Pilot
Personnel issues	Lack of action - Pilot

Factual Information

History of Flight

Initial climb	Off-field or emergency landing (Defining event)
Uncontrolled descent	Miscellaneous/other

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	67, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Waiver time limited special	Last FAA Medical Exam:	March 11, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 1, 2021
Flight Time:	9675 hours (Total, all aircraft), 2678 hours (Total, this make and model), 9675 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7361K
Model/Series:	P210N	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P21000402
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	January 18, 2021 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2733.56 Hrs at time of accident	Engine Manufacturer:	Continental Motors
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550-P6B
Registered Owner:	TAILWIND AVIATION LLC	Rated Power:	310 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFWS,700 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	08:47 Local	Direction from Accident Site:	93°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	31°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cresson, TX	Type of Flight Plan Filed:	None
Destination:	Cleburne, TX (CPT)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Bourland Field Airport 50F	Runway Surface Type:	Asphalt
Airport Elevation:	873 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4049 ft / 60 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious, 3 Minor	Latitude, Longitude:	32.57909,-97.583561

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Miguel Jimenez; Federal Aviation Administration; Irving, TX
Original Publish Date:	September 8, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=105319

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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](#).