



Aviation Investigation Final Report

Location:	Atoka, Oklahoma	Accident Number:	CEN22LA411
Date & Time:	August 24, 2022, 14:00 Local	Registration:	N2317G
Aircraft:	Cessna T210L	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he "landed long and thought he had plenty of room to stop". Near the end of the runway, the pilot tried to veer into the grass on the right side of the runway to avoid going onto the highway. He thought he could make a U-turn in the grass but was unable. The airplane slid into a fence, which resulted in substantial damage to the fire wall. The pilot said there were no mechanical malfunctions with the airplane that would have precluded normal operations.

Probable Cause and Findings

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

The pilot's failure to land the airplane within the desired touchdown zone, which resulted in a long landing and collision with a fence.

Findings

Personnel issues	Incorrect action selection - Pilot
Environmental issues	Runway/landing area length - Contributed to outcome
Aircraft	Landing distance - Attain/maintain not possible

Factual Information

History of Flight

Landing	Landing area overshoot (Defining event)
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Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-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):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	August 24, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 23, 2022
Flight Time:	725 hours (Total, all aircraft), 197 hours (Total, this make and model), 676 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2317G
Model/Series:	T210L	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21061485
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	October 28, 2021 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	9693.96 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520H
Registered Owner:	On file	Rated Power:	310 Horsepower
Operator:	Tapley Aviation LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAQR	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 12 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	3001 inches Hg	Temperature/Dew Point:	32.2°C / 18°C
Precipitation and Obscuration:			
Departure Point:	Durant , OK (KDUA)	Type of Flight Plan Filed:	None
Destination:	Atoka , OK (KAQR)	Type of Clearance:	None
Departure Time:	13:42 Local	Type of Airspace:	

Airport Information

Airport:	Atoka KAQR	Runway Surface Type:	Asphalt
Airport Elevation:	590 ft msl	Runway Surface Condition:	Unknown
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3015 ft / 60 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.397,-96.14813(est)

Administrative Information

Investigator In Charge (IIC):	Otterstrom, Kevin
Additional Participating Persons:	Adama Allmond ; FAA ; Oklahoma City, OK
Original Publish Date:	November 3, 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=105891

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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](#).