Aviation Investigation Final Report

Location:	FREDRICKTOWN, Missouri	**Accident Number:**	CHI98LA137
Date & Time:	April 29, 1998, 12:05 Local	**Registration:**	N201FM
Aircraft:	Cessna 305	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After landing, the pilot applied right rudder to correct a gradual left turning tendency. The airplane abruptly turned to the right. The pilot tried to compensate with left aileron and power. By this time, the airplane had left the runway. The pilot pulled the mixture to full lean. The airplane encountered mud on the down slope of the embankment flanking the runway, and gently nosed over onto its top. Examination of the airplane revealed no anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain aircraft control after landing. Factors contributing to this accident were the embankment, and the soft , muddy soil making up the embankment.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings
1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings
2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DROP-OFF/DESCENDING EMBANKMENT
3. (F) TERRAIN CONDITION - SOFT

Factual Information

On April 29, 1998, at 1205 central daylight time (cdt), a Cessna 305, N201FM, operated by a commercial pilot sustained substantial damage when rolling out after a full stop landing on runway 19 at Fredricktown Regional Airport, Fredricktown, Missouri, the airplane veered to the right, departed the runway, and nosed over. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under 14 CFR Part 91. There was no flight plan on file. The pilot reported no injuries. The local flight originated at Fredricktown, Missouri, at 1200 cdt.

In his written statement, the pilot said that after landing, he applied right rudder to correct a gradual left turning tendency. The airplane abruptly turned to the right. The pilot said that he tried to compensate with left aileron and power. By this time, the airplane had left the runway. The pilot pulled the mixture to full lean. The airplane encountered mud on the down slope of the embankment flanking the runway, and gently nosed over onto its top.

A Federal Aviation Administration (FAA) inspector examined the airplane in a hangar at Fredricktown Regional Airport. Both wings were bent downward slightly. The wing spars were bent downward and the bottom fabric skin showed wrinkling. The vertical stabilizer and rudder crushed inward. The propeller was bent forward. Flight control continuity was confirmed. Examination of the engine, wheels, brakes, engine controls, and other airplane systems revealed no anomalies.

Pilot Information

Certificate:	Commercial; Flight instructor; Military	**Age:**	58,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Front
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	
Instrument Rating(s):	Airplane; Helicopter	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	March 13, 1998
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	7000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N201FM
Model/Series:	305 305	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal; Utility	**Serial Number:**	22488
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	November 20, 1997 Annual	**Certified Max Gross Wt.:**	2400 lbs
Time Since Last Inspection:	7 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	3959 Hrs	**Engine Manufacturer:**	Continental
ELT:	Not installed	**Engine Model/Series:**	O-470-1
Registered Owner:	TAUM SAUK AVIATION INC.	**Rated Power:**	213 Horsepower
Operator:	JOHN ROBERT FRANCIS	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	CGI ,342 ft msl	**Distance from Accident Site:**	41 Nautical Miles
Observation Time:	11:53 Local	**Direction from Accident Site:**	121°
Lowest Cloud Condition:	Unknown	**Visibility**	5 miles
Lowest Ceiling:	Broken / 2200 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	160°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	17°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(H88)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	12:00 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	FREDRICKTOWN REGIONAL H-88	**Runway Surface Type:**	Asphalt
Airport Elevation:	879 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	19	**IFR Approach:**	None
Runway Length/Width:	4000 ft / 75 ft	**VFR Approach/Landing:**	Full stop

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:**	37.560977,-90.289619(est)

Administrative Information

Investigator In Charge (IIC):	Bowling, David
Additional Participating Persons:	THOMAS R RUSSELL; ST. ANN , MO
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10862