



Aviation Investigation Final Report

Location:	Greenwood, Mississippi	Accident Number:	MIA89LA062
Date & Time:	January 6, 1989, 19:40 Local	Registration:	N590GC
Aircraft:	CESSNA 210L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD THAT AFTER A BOUNCED LANDING AT NIGHT, THE ACFT WENT OFF THE RGT SIDE OF THE RUNWAY. SHE APPLIED POWER FOR A GO-AROUND. A WITNESS RPRTD THE ACFT 'STAGGERED' INTO THE AIR. SUBSEQUENTLY, THE ACFT HIT A BALE OF HAY, APRX 150 FT TO THE RGT OF THE RUNWAY & WAS DAMAGED. THE PLT RPRTD THAT SHE BELIEVED THE RGT BRAKE HAD SEIZED. HOWEVER, AN OPERATIONAL CHECK & DISASSEMBLY OF THE BRAKE REVEALED NO EVIDENCE OF A MALFUNCTION OR FAILURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL, WHICH RESULTED IN AN INADVERTENT GROUND SWERVE.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Factual Information

Pilot Information

Certificate:	Private	Age:	28,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft), 300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N590GC
Model/Series:	210L 210L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21060075
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-H
Registered Owner:	CANDACE CRENSHAW	Rated Power:	285 Horsepower
Operator:	CRENSHAW, CANDACE	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:	Night/dark
Observation Facility, Elevation:	GWO ,155 ft msl	Distance from Accident Site:	
Observation Time:	17:48 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ATLANTA (PDK)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	GREENWOOD LEFLORE GWO	Runway Surface Type:	Asphalt
Airport Elevation:	155 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4996 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	33.493069,-90.086608(est)

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons:

Original Publish Date: January 22, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=32380>

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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](#).