



Aviation Investigation Final Report

Location:	ELIZABETHTOWN, Kentucky	Accident Number:	NYC00LA128
Date & Time:	May 6, 2000, 15:25 Local	Registration:	N67Y
Aircraft:	Cessna P210N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Upon touchdown, the airplane swerved to the right. The pilot applied power and left rudder to correct the swerve. According to the pilot, 'The correction was an overcorrection which pulled the aircraft to the left.' The airplane departed the runway to the left. As it did so, it hit a trough along the runway's edge, and followed it for about 300 feet before the nose landing gear separated. Approximately 50 feet beyond that, the propeller assembly also separated from the airplane. The airplane came to rest with the nose of the airplane and right wingtip on the ground, and the right main landing gear collapsed into the wheel well. Winds were 20 degrees to the left of centerline, at 9 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of control due to his improper application of power and rudder, in order to arrest a swerve during the landing roll.

Findings

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

Findings

1. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Factual Information

On May 6, 2000, about 1525 Eastern Daylight Time, a turbine-powered Cessna P210N, N67Y, was substantially damaged during a landing at Addington Field (EKX), Elizabethtown, Kentucky. The certificated private pilot was uninjured, two passengers were uninjured, and one passenger received minor injuries. Visual meteorological conditions prevailed at the time of the accident. No flight plan had been filed for the local personal flight, conducted under 14 CFR Part 91.

According to the pilot, during touchdown on Runway 23, the airplane swerved to the right. The pilot applied power and left rudder to correct the swerve. "The correction was an overcorrection which pulled the aircraft to the left." The pilot pulled back on the yoke as the airplane was going off the runway, to prevent the nosewheel from digging into the rough terrain and a subsequent nose-over. However, at some point, the "nosewheel apparently came off as the aircraft slowed, and the propeller struck the ground, resulting in destruction of the engine." In addition, the right main landing gear collapsed, and the right wingtip struck the ground.

According to an inspector from the Federal Aviation Administration (FAA), there was a skid mark on Runway 23 that arced toward the left side of the runway. The mark continued approximately 100 feet, before another skid mark was also seen. The distance between the marks was the approximate distance between the nose gear and the right main landing gear on the accident airplane. Both skid marks proceeded off the runway, into a grassy area. "The skid marks turned into a trough at the runway edge." The trough continued for about 300 feet, where the inspector found that the nose landing gear had separated from the airplane. Approximately 50 feet beyond the nose gear, the inspector found the propeller assembly, which also had separated from the airplane. The airplane came to rest, "with the nose of the aircraft and right wing tip on the ground and the right main gear collapsed into the wheel well."

Winds, recorded at the airport about 35 minutes after the accident, were from 210 degrees magnetic, at 9 knots.

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine land; Multi-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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 5, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2848 hours (Total, all aircraft), 90 hours (Total, this make and model), 2848 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N67Y
Model/Series:	P210N P210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P21000772
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	October 15, 1999 Annual	Certified Max Gross Wt.:	4016 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	2500 Hrs	Engine Manufacturer:	Allison
ELT:	Installed, not activated	Engine Model/Series:	250B 17 F/2
Registered Owner:	RICHARD F. FOX	Rated Power:	450 Horsepower
Operator:		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:	EKX ,775 ft msl	Distance from Accident Site:	
Observation Time:	16:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(EKX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	ADDINGTON FIELD EKX	Runway Surface Type:	Asphalt
Airport Elevation:	775 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	37.699695,-85.870399(est)

Administrative Information

Investigator In Charge (IIC):	Cox, Paul
Additional Participating Persons:	STEPHEN W SMITH; LOUISVILLE, KY
Original Publish Date:	December 4, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49136

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).