



# Aviation Investigation Final Report

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<b>Location:</b>	Midland, Texas	<b>Accident Number:</b>	DFW08LA029
<b>Date &amp; Time:</b>	November 10, 2007, 11:13 Local	<b>Registration:</b>	N7716K
<b>Aircraft:</b>	Cessna P210N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot was approaching the destination airport and was unable to receive weather or airport advisories. The pilot aligned for runway 34, which is 3,977 feet long and 75 feet wide. The airplane landed "slightly past the touch down area" and the pilot gently applied the brakes. The airplane was not slowing normally so the pilot applied more brake pressure at which time the airplane veered sharply to the right. The pilot attempted to regain control of the airplane and raised the nose of the airplane to execute a go-around. As the airplane entered a climb, the left landing gear contacted a sign located off to the right side of the runway. The airplane failed to climb and contacted terrain, collapsing the nose landing gear. The airplane continued forward, crashed through the airport fence, and impacted a ditch before coming to rest upright on a street. A review of the maintenance logs and airplane, failed to identify any pre-impact abnormalities. An automated weather observation facility on the airfield reported winds from 150 degrees at 11 knots.

## 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 directional control during the landing roll. Contributing factors were the prevailing tailwind and an airport sign.

## Findings

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## Factual Information

### History of Flight

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On November 10, 2008, at approximately 1113 central standard time, a Cessna P210N, N7716K, was substantially damage during a collision with terrain at Midland Airpark (MDD), Midland, Texas. The private pilot sustained serious injuries and the one passenger sustained minor injuries. The airplane was registered to and operated by a private corporation. Visual meteorological conditions prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal 193 nautical mile cross-country flight that originated at 0945 from Sierra Blanca Regional Airport (SRR) Ruidoso, New Mexico.

The pilot reported that he was approaching the destination airport and was unable to receive weather or airport advisories. The pilot aligned for runway 34, which is 3,977 feet long and 75 feet wide. The airplane landed "slightly past the touch down area" and the pilot gently applied the brakes. The airplane was not slowing normally so the pilot applied more brake pressure at which time the airplane veered sharply to the right. The pilot attempted to regain control of the airplane and raised the nose of the airplane to execute a go-around. As the airplane entered a climb the left landing gear contacted a sign, located off to the right side of the runway. The airplane failed to climb and contacted terrain, collapsing the nose landing gear. The airplane continued forward, crashed through the airport fence, and impacted a ditch before coming to rest upright on a street. Witnesses on the street assisted the pilot and passenger out of the airplane. On a NTSB Form 6120 the pilot reported that it was "unknown" whether a mechanical malfunction had occurred during the accident. A review of the maintenance and engine logbooks did not reveal any recent mechanical work accomplished on the airplane.

An Automated Weather Observation System 3 (AWOS-3) located on the airfield reported at 1105 winds from 150 degrees at 11 knots, 10 miles visibility and clear skies.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 1, 2007
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4500 hours (Total, all aircraft), 4500 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7716K
<b>Model/Series:</b>	P210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P21000419
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	February 1, 2007 Annual	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3259 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-P5B6
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MDD,2803 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	11:05 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	RUIDOSO, NM (SRR )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	MIDLAND, TX (MDD )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:45 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	MIDLAND AIRPARK MDD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2803 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3977 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	31.042222,-102.101943

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gamble, William
<b>Additional Participating Persons:</b>	William J Fitzgerald; FAA FSDO; Lubbock, TX
<b>Original Publish Date:</b>	March 31, 2008
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=67057">https://data.ntsb.gov/Docket?ProjectID=67057</a>

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](#).