



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Embden, Maine | Accident Number: | ERA09CA252 |
| Date & Time: | April 18, 2009, 14:45 Local | Registration: | N60537 |
| Aircraft: | CESSNA/AIR REPAIR INC 305F | Aircraft Damage: | Substantial |
| Defining Event: | Landing area overshoot | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

After a local flight while returning to his privately owned air strip, the pilot reported that he corrected for a sudden crosswind which resulted in a long landing. The airplane rolled onto a soft, unimproved area, causing the airplane to nose over. Structural damage to the airplane was evidenced by wrinkling of the upper wing skin above the cockpit and also in the area of the right wing lift strut attach point. The pilot reported no preimpact mechanical malfunctions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to obtain the proper touchdown point while landing.

Findings

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| Aircraft | Descent/approach/glide path - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |

Factual Information

History of Flight

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| Landing-flare/touchdown | Landing area overshoot (Defining event) |
| Landing-landing roll | Nose over/nose down |

Pilot Information

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| Certificate: | Private | Age: | 50, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | March 27, 2008 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | November 12, 2008 |
| Flight Time: | 177 hours (Total, all aircraft), 130 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA/AIR REPAIR INC | Registration: | N60537 |
| Model/Series: | 305F | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | AR-9 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | June 11, 2008 Annual | Certified Max Gross Wt.: | 2800 lbs |
| Time Since Last Inspection: | 15 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 176 Hrs at time of accident | Engine Manufacturer: | CONT MOTOR |
| ELT: | Installed, not activated | Engine Model/Series: | O-470-11 |
| Registered Owner: | On file | Rated Power: | 190 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | WVL,333 ft msl | Distance from Accident Site: | 13 Nautical Miles |
| Observation Time: | 14:35 Local | Direction from Accident Site: | 180° |
| Lowest Cloud Condition: | | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 6000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 10° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.87 inches Hg | Temperature/Dew Point: | 13°C / -2°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Embden, ME (None) | Type of Flight Plan Filed: | None |
| Destination: | Embden, ME (None) | Type of Clearance: | None |
| Departure Time: | 14:15 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|---------------------|----------------------------------|---------------------------|
| Airport: | Embden Airport None | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 450 ft msl | Runway Surface Condition: | Soft |
| Runway Used: | 36 | IFR Approach: | None |
| Runway Length/Width: | 1800 ft / 60 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 44.883335,-69.916664(est) |

Administrative Information

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| Investigator In Charge (IIC): | Monville, Timothy |
| Additional Participating Persons: | Mark A Auclair; FAA FSDO; Portland, ME |
| Original Publish Date: | July 28, 2009 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=73682 |

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.

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