



Aviation Investigation Final Report

Location:	Cambridge, New York	Accident Number:	ERA10CA276
Date & Time:	May 21, 2010, 13:24 Local	Registration:	N234JK
Aircraft:	Cessna P210N	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he and his passenger were practicing short-field landings at multiple airports. After completing a full stop, he taxied back to the runway and configured the airplane for a short-field takeoff. About 500 feet into the takeoff roll, the airplane became airborne with a high angle of attack. The pilot added full power and the airplane abruptly yawed to the left. The pilot corrected with coordinated rudder and aileron. As the airplane accelerated in ground effect, the right main gear touched down in a recently plowed field adjacent to the runway. The airplane bounced three times and the pilot aborted the takeoff, touching down in the field. The nose gear separated on contact, resulting in the airplane nosing over and coming to rest inverted. The empennage and wings of the airplane incurred substantial damage. The pilot reported no preimpact mechanical abnormalities with the airplane prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of directional control during takeoff.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff-rejected takeoff	Loss of control on ground
Takeoff-rejected takeoff	Runway excursion
Takeoff-rejected takeoff	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 28, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 17, 2010
Flight Time:	373 hours (Total, all aircraft), 61 hours (Total, this make and model), 277 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Flight instructor Information

Certificate:	Airline transport; Flight instructor; Military	Age:	49, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	February 4, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 17, 2010
Flight Time:	(Estimated) 14000 hours (Total, all aircraft), 11 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N234JK
Model/Series:	P210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P210-00177
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 15, 2009 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	3182 Hrs as of last inspection	Engine Manufacturer:	Rolls-Royce
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	250-B17F
Registered Owner:	Kinderhook Aviation LLC	Rated Power:	450 Horsepower
Operator:	Kinderhook Aviation LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DDH,827 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	12:54 Local	Direction from Accident Site:	151°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	19°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bennington, VT (DDH)	Type of Flight Plan Filed:	None
Destination:	Cambridge, NY (1B8)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	Chapin Field Airport 1B8	Runway Surface Type:	Grass/turf
Airport Elevation:	508 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2130 ft / 65 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.049999,-73.366111(est)

Administrative Information

Investigator In Charge (IIC):	Obregon, Jose
Additional Participating Persons:	Mark Denny; FAA/FSDO; Albany, NY
Original Publish Date:	April 12, 2011
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=76070

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