



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Petaluma, California | Accident Number: | WPR10CA296 |
| Date & Time: | May 21, 2010, 17:30 Local | Registration: | N210SL |
| Aircraft: | Cessna P210N | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that during the landing roll the airplane was struck by a gust of wind, which he described as "pretty strong." The airport manager reported to the Federal Aviation Administration inspector that the winds at the time of the accident were a direct crosswind at around 40 knots. The airplane departed the side of the runway into a grassy area. As the pilot was correcting back to the runway, the nose landing gear hit a depression and sheared off, and the propeller struck the ground. The airplane sustained substantial damage to the firewall. In a phone conversation, the pilot reported that there were no mechanical malfunctions or failures with the airplane before the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind condition and failure to maintain directional control during the landing roll in gusty crosswind conditions.

Findings

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| Aircraft | Directional control - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |
| Environmental issues | Gusts - Response/compensation |
| Environmental issues | Crosswind - Response/compensation |

Factual Information

History of Flight

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| Landing-landing roll | Other weather encounter |
| Landing-landing roll | Loss of control on ground (Defining event) |
| Landing-landing roll | Runway excursion |
| Landing-landing roll | Landing gear collapse |

Pilot Information

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| Certificate: | Private | Age: | 70, Male |
| 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 3 Without waivers/limitations | Last FAA Medical Exam: | February 8, 2010 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | June 10, 2009 |
| Flight Time: | 700 hours (Total, all aircraft), 200 hours (Total, this make and model), 503 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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| Aircraft Make: | Cessna | Registration: | N210SL |
| Model/Series: | P210N | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | P21000129 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | January 31, 2010 Annual | Certified Max Gross Wt.: | 4000 lbs |
| Time Since Last Inspection: | 60 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3385 Hrs as of last inspection | Engine Manufacturer: | CONT MOTOR |
| ELT: | Installed, not activated | Engine Model/Series: | TSIO-520-P |
| Registered Owner: | PINE LAKE LEASING GROUP LLC | Rated Power: | 300 Horsepower |
| Operator: | PINE LAKE LEASING GROUP LLC | 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: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 4000 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 10000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 20 knots / 25 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 340° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Modesto, CA (KMOD) | Type of Flight Plan Filed: | None |
| Destination: | Petaluma, CA (O69) | Type of Clearance: | VFR flight following |
| Departure Time: | 17:00 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------------|----------------------------------|-----------------------|
| Airport: | Petaluma Municipal 069 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 90 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 29 | IFR Approach: | None |
| Runway Length/Width: | 3601 ft / 75 ft | VFR Approach/Landing: | Full stop;Straight-in |

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: | 38.257778,-122.605278(est) |

Administrative Information

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| Investigator In Charge (IIC): | Rich, Jefferey |
| Additional Participating Persons: | Matt Deseelhorst; Federal Aviation Administration; CA |
| Original Publish Date: | October 21, 2010 |
| 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=76352 |

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](#).