



# Aviation Investigation Final Report

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<b>Location:</b>	Kinsley, Kansas	<b>Accident Number:</b>	GAA17CA531
<b>Date &amp; Time:</b>	September 12, 2017, 10:39 Local	<b>Registration:</b>	N9595X
<b>Aircraft:</b>	Cessna 210	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

During a telephone interview with the National Transportation Safety Board (NTSB) investigator-in-charge, the pilot reported that he "landed around 80 knots" and "didn't get the flaps down" before landing. He further reported that the airplane "didn't want to stop" and that it then "ran off the runway." During the runway excursion, the nosewheel collapsed, and the airplane nosed over.

The fuselage, wings, and vertical stabilizer sustained substantial damage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

An automated weather observation station located 28 nautical miles west from the accident site reported, about the time of the accident, wind from 170° at 7 knots. The landing was on runway 36.

The pilot did not submit the NTSB Form 6120.1 Pilot/Operator Aircraft Accident/Incident Report.

A witness reported that he was at the airport in a hangar and noticed that the accident airplane was "high, fast, and downwind." He added that he observed the airplane overrun the runway and nose over into the grass.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's decision to continue an unstabilized approach for landing in tailwind conditions, which resulted in a runway overrun and a nose-over.

## Findings

<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Descent/approach/glide path - Incorrect use/operation
<b>Environmental issues</b>	Tailwind - Decision related to condition

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Other weather encounter
<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-landing roll</b>	Landing gear collapse
<b>Landing-landing roll</b>	Nose over/nose down
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	87, 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>	Unknown
<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>	January 9, 2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9595X
<b>Model/Series:</b>	210 B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1962	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21057895
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-470 SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	250 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>	KDDC,2595 ft msl	<b>Distance from Accident Site:</b>	28 Nautical Miles
<b>Observation Time:</b>	14:52 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 9°C
<b>Precipitation and Obscuration:</b>	Moderate - None - Haze		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Kinsley, KS (33K)	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	KINSLEY MUNI 33K	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2171 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3290 ft / 56 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	37.908889,-99.403053(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	Keith Allen; FAA/ FSDO; Wichita, KS
<b>Original Publish Date:</b>	December 15, 2017
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=95993">https://data.nts.gov/Docket?ProjectID=95993</a>

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