



National Transportation Safety Board Aviation Accident Final Report

Location:	St. Paul, MN	Accident Number:	CHI03LA326
Date & Time:	09/01/2003, 1400 CDT	Registration:	N7445E
Aircraft:	Cessna 210	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane sustained substantial damage during a hard landing. The pilot stated that he made a steep approach and landed "pretty hard", blowing the front tire. The airplane sustained damage to the nose gear and firewall.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot in command performing an improper flare.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

On September 1, 2003, at 1400 central daylight time, a Cessna 210, N7445E, owned and piloted by a private pilot, experienced a hard landing on runway 14 (2,850 feet by 75 feet, asphalt) at the Lake Elmo Airport (21D), St. Paul, Minnesota. The pilot was not injured. The airplane was substantially damaged. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The flight originated from 21D, at 1300.

According to the pilot's written statement, he was practicing takeoffs and landings for his biennial flight review. The pilot stated he made a steep approach on his eighth landing. The pilot reported that the airplane landed "pretty hard" and blew out the front tire resulting in damage to the nose gear and firewall.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/19/2002
Occupational Pilot:		Last Flight Review or Equivalent:	09/30/2001
Flight Time:	113 hours (Total, all aircraft), 33 hours (Total, this make and model), 111 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7445E
Model/Series:	210	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	57145
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	02/14/2003, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	16 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3086 Hours at time of accident	Engine Manufacturer:	Teledyne Continental
ELT:	Installed, not activated	Engine Model/Series:	IO 470 E
Registered Owner:	Vernon A. Schmidt	Rated Power:	260 hp
Operator:	Vernon A. Schmidt	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	STP, 705 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1353 CDT	Direction from Accident Site:	246°
Lowest Cloud Condition:	Scattered / 6500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	25° C / 8° C
Precipitation and Obscuration:			
Departure Point:	St. Paul, MN (21D)	Type of Flight Plan Filed:	None
Destination:	(21D)	Type of Clearance:	VFR
Departure Time:	1300 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Lake Elmo Airport (21D)	Runway Surface Type:	Asphalt
Airport Elevation:	932 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	2850 ft / 75 ft	VFR Approach/Landing:	Stop and Go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.991944, -92.853611

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Report Date:	03/02/2004
Additional Participating Persons:	Otis Frampton; FAA - Minneapolis FSDO; Minneapolis, MN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).