



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-----------------|
| Location: | Auburn, AL | Accident Number: | ATL06CA032 |
| Date & Time: | 01/02/2006, 0645 CST | Registration: | N246PL |
| Aircraft: | Cessna T210L | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Minor, 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

According to the pilot, while making a localizer approach to runway 36, in IFR conditions, the airplane broke out of the overcast at about 400 feet above ground level. The pilot forced the airplane down and landed about 2,000 feet past the runway's threshold at about 100 to 120 knots indicated airspeed. The pilot stated that he was unable to stop the airplane before it departed the end of the runway and collided with the airport's perimeter fencing. There were no mechanical problems reported by the pilot or discovered during the post-accident examination of the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain the proper touchdown point during landing which resulted in an overrun and subsequent on ground collision with a fence.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: OTHER

Findings

2. OBJECT - FENCE

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Flight Instructor; Private | Age: | 55, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 Without Waivers/Limitations | Last Medical Exam: | 12/01/2004 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 05/01/2005 |
| Flight Time: | 2300 hours (Total, all aircraft), 800 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------|---|-----------------|
| Aircraft Manufacturer: | Cessna | Registration: | N246PL |
| Model/Series: | T210L | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 21059625 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | 12/01/2005, Annual | Certified Max Gross Wt.: | 3800 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 7050 Hours | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | TSIO 520R |
| Registered Owner: | On file | Rated Power: | 310 hp |
| Operator: | On file | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|---------------------------|------------------------------|-----------------------|
| Observation Facility, Elevation: | AUO, 777 ft msl | Observation Time: | 0655 CST |
| Distance from Accident Site: | 0 Nautical Miles | Condition of Light: | Dawn |
| Direction from Accident Site: | 0° | Conditions at Accident Site: | Instrument Conditions |
| Lowest Cloud Condition: | Clear | Temperature/Dew Point: | 17° C / 16° C |
| Lowest Ceiling: | Overcast / 200 ft agl | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | 8 knots, 170° | Visibility (RVR): | |
| Altimeter Setting: | 29.89 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | Moderate - Partial - Mist | | |
| Departure Point: | Clanton, AL (02A) | Type of Flight Plan Filed: | IFR |
| Destination: | Auburn, AL (AUO) | Type of Clearance: | IFR |
| Departure Time: | 0615 CST | Type of Airspace: | |

Airport Information

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|----------------------|------------------------------|---------------------------|------------------------|
| Airport: | Auburn Opelika Airport (AUO) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 777 ft | Runway Surface Condition: | Wet |
| Runway Used: | 36 | IFR Approach: | Localizer Only |
| Runway Length/Width: | 5265 ft / 100 ft | VFR Approach/Landing: | Full Stop; Straight-in |

Wreckage and Impact Information

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|---------------------|-----------------|---------------------|-------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor, 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor, 1 None | | |

Administrative Information

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|-----------------------------------|--|---------------|------------|
| Investigator In Charge (IIC): | Butch Wilson | Adopted Date: | 03/28/2006 |
| Additional Participating Persons: | Robert L Bullock; Birmingham FSDO; Birmingham, AL | | |
| Publish Date: | | | |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| 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.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.