



# Aviation Investigation Final Report

<b>Location:</b>	Pocahontas, Arkansas	<b>Accident Number:</b>	CEN18LA241
<b>Date &amp; Time:</b>	June 28, 2018, 11:30 Local	<b>Registration:</b>	N6386C
<b>Aircraft:</b>	Cessna T210	<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		

## Analysis

The private pilot was landing the airplane on a 4,000-ft-long asphalt runway with a left quartering tailwind. He stated that the airplane started to veer to the left and that he applied the right wheel brake to correct for the left turn. He was unable to maintain directional control, and the airplane exited the left side of the runway and nosed over, which resulted in damage to the right wing. Examination of the airplane revealed the left wheel and tire spun freely, whereas the right wheel and brake assembly were tight. Examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal flight operations.

Runway skid marks were consistent with the right wheel brake locking up 1,100 ft from the runway threshold, followed quickly by the left wheel brake locking up 1,132 ft from the runway threshold. Both wheel brakes were locked up until the airplane exited the runway 1,500 ft from the threshold.

## Probable Cause and Findings

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

The pilot's excessive use of wheel brakes while landing, which resulted in both brakes locking up, a loss of directional control, a runway excursion, and a nose over.

## Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Brake - Incorrect use/operation

# Factual Information

## History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

On June 28, 2018, about 1130 central daylight time, a Cessna T210N airplane, N6386C, lost directional control while landing at Pocahontas Municipal Airport (M70), Pocahontas, Arkansas. The private pilot was not injured, and the airplane was substantially damaged. The airplane was registered to and operated by ALC Aviation Services LLC under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a personal flight. Day visual meteorological conditions existed at the time of the landing, which departed from Henry County Airport (PHT), Paris, Tennessee about 1000.

After landing on runway 36 with a left quartering tailwind, the pilot stated the airplane veered to the left as if a tire had blown. The pilot attempted to correct to centerline by applying the right brake but was unable to maintain directional control. The airplane subsequently exited the left side of the runway and nosed over, damaging the right wing.

Examination of the runway revealed two skid marks starting 1,100 ft and 1,132 ft from the threshold of runway 36. The right skid mark started 32 ft before the left skid mark. Both skid marks continued to the left edge of the 4,000 ft long, 75 ft wide asphalt runway and exited 1,500 ft from the runway threshold.

Examination of the airplane revealed the left wheel and tire spun freely, whereas the right wheel and brake assembly were tight. Disassembly of the right wheel and brake assembly revealed the brake linings were new and had recently been replaced. A review of maintenance records revealed the right brake lining had been replaced on numerous occasions as compared to left brake lining. Examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal flight operations.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44,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>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	December 20, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 24, 2017
<b>Flight Time:</b>	830 hours (Total, all aircraft), 47 hours (Total, this make and model), 830 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6386C
<b>Model/Series:</b>	T210 N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1980	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21063879
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	4 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4670 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental Motors
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-R
<b>Registered Owner:</b>		<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>		<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>	KARG,273 ft msl	<b>Distance from Accident Site:</b>	7 Nautical Miles
<b>Observation Time:</b>	11:56 Local	<b>Direction from Accident Site:</b>	168°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	34°C / 25°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Paris, TN (PHT )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Pocahontas, AR (M70 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Pocahontas Muni M70	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	273 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## 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>	36.245555,-90.955276(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Folkerts, Michael
<b>Additional Participating Persons:</b>	Lynn Braswell; Flight Standards District Office; Little Rock, AR
<b>Original Publish Date:</b>	April 13, 2020
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97640">https://data.nts.gov/Docket?ProjectID=97640</a>

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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](#).