



Aviation Investigation Final Report

Location:	Gulfport, Mississippi	Accident Number:	CEN24LA078
Date & Time:	December 23, 2023, 16:30 Local	Registration:	N6PD
Aircraft:	Cessna 210M	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, due to the wind, the airplane touched down to the right of the runway centerline so he performed a go-around. The pilot applied full throttle and added right rudder; however, the airplane immediately veered left and exited the left side of the runway. The right wing struck the ground followed by the nose of the airplane. The airplane rotated around the nose and came to rest upright. The right wing sustained substantial damage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. At the time of the accident, the pilot was landing the airplane on runway 18 with wind from 100° at 10 knots.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during the go-around with a crosswind.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Attempted remediation/recovery
Landing-aborted after touchdown	Runway excursion

Pilot Information

Certificate:	Private	Age:	52,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 9, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 24, 2022
Flight Time:	974 hours (Total, all aircraft), 184 hours (Total, this make and model), 916 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6PD
Model/Series:	210M	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21061930
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2023 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4380 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	IO-550-L6B
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGPT, 28 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	19°C / 14°C
Precipitation and Obscuration:			
Departure Point:	Leesburg, FL (LEE)	Type of Flight Plan Filed:	None
Destination:	Gulfport, MS	Type of Clearance:	VFR flight following
Departure Time:	15:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Gulfport-Biloxi International GPT	Runway Surface Type:	Asphalt
Airport Elevation:	28 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4935 ft / 150 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	30.407291,-89.072842

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Howard, Joe; FAA-FSDO; Jackson, MS
Original Publish Date:	April 12, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193586

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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](#).