



Aviation Investigation Final Report

Location:	San Luis Obispo, California	Accident Number:	WPR23LA174
Date & Time:	May 1, 2023, 18:15 Local	Registration:	N29TR
Aircraft:	Cessna T210N	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the landing roll, the airplane “pulled hard right.” He added engine power “to try to get some rudder control” and the airplane veered across the runway to the left. The airplane exited the left side of the runway and impacted airport equipment, which resulted in substantial damage to both wings. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. At the time of the accident, the pilot was landing runway 29, with wind from 310° at 14 knots, gusting to 21 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 landing roll.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	59,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	September 1, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 5, 2021
Flight Time:	1694 hours (Total, all aircraft), 862 hours (Total, this make and model), 1694 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N29TR
Model/Series:	T210N	Aircraft Category:	Airplane
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21064570
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	November 22, 2022 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520
Registered Owner:	On file	Rated Power:	310 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:	KSBP, 183 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	239°
Lowest Cloud Condition:	Scattered / 3100 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	15°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Yuma, AZ (KNYL)	Type of Flight Plan Filed:	None
Destination:	San Luis Obispo, CA (KSBP)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	San Luis Obispo KSBP	Runway Surface Type:	Asphalt
Airport Elevation:	212 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	6101 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.24,-120.64

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Mike Schaadt; Federal Aviation Administration; San Jose, CA Troy Dott; Federal Aviation Administration; San Jose, CA
Original Publish Date:	September 8, 2023
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=107203

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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](#).