

CEN17LA059
N80RB, CESSNA 210N
12/20/2016
ON SCENE SYNOPSIS

Investigation of an aircraft accident that occurred on 12/20/2016 at the Longville, MN airport (XVG) at approximately 09:36 was conducted by the MSP FSDO inspectors. FSDO inspectors arrived on scene at approximately 15:36 on 12/20/2016. While in route, the pilot, identified as David Millerbernd, was contacted by phone. Mr. Millerbernd is also noted as the registered owner of the aircraft. Mr. Millerbernd was asked if he could meet us at the scene. He stated that he would not be able to come to the airport, since after the accident he had someone take him to his cabin and he had consumed a couple of drinks after arriving at the cabin. Mr. Millerbernd was asked if he could provide a brief statement which he provided as follows:

- Mr. Millerbernd stated he was coming from the Winsted, MN airport and flying to Longville, MN where he has a hangar and a cabin. He stated the air was smooth above 2000', but when he descended below 2000' it got extremely rough. He stated when he landed, his right wheel (NOTE: in his phone conversation the next day he stated the left wheel) got caught in the snow and sucked him into the snow beside the runway. He stated that was all he remembered at this time. He stated that we could come to his cabin if we needed to speak with him. He stated he was not feeling real well so was going to lay down for a bit. Mr. Millerbernd was asked if he had his pilot logbook with him. He stated he did not and that he has not kept up his flight times in his logbook. He was asked about the maintenance records for the aircraft and he stated he thought his mechanic has the records. (Mr. Millerbernd appeared to have a bit of slurred speech during the conversation).

Upon arriving at the scene of the accident, the aircraft and scene were photographed. The airport manager was informed that the aircraft could be moved and she stated that Mr. Millerbernd's mechanic was on his way. The airport manager provided the contact information for the mechanic. The mechanic was contacted and informed that the he could do whatever was necessary to move the aircraft, but we would request that nothing additional be done to it until it is cleared by NTSB. The mechanic was asked about the aircraft records and he stated he did not have them and was sure that Mr. Millerbernd had them. We spoke with Mr. Jesse Osburnsen, the Maintenance Supervisor for the City of Longville, who witnessed the accident. Mr. Osburnsen verified that the person he helped out of the aircraft was Mr. Millerbernd and he appeared a bit disoriented. Mr. Osburnsen his condition may have been due to the accident, but would not commit to stating as such. Mr. Osburnsen verified that Mr. Millerbernd was the only occupant of the aircraft. Mr. Osburnsen provided a previously prepared written statement of what he saw.

While on scene we determined that there was extensive buckling and some rivets pulled through on the firewall. The aircraft had landed on Runway 31. There was evidence of initial contact marks on the runway approximately 1430' from the approach end of

Runway 31. These appeared to be marks from prop strikes. The nose wheel with the lower section of the fork surrounding the wheel was found just off the left side of the runway at approximately 2390' (960' from the initial contact marks) from the approach end of the runway. The aircraft appears to have departed the left side of runway 31 approximately 2880' from the approach end of Runway 31. It appears that the aircraft was sliding sideways along the side of the runway with the nose pointing in a westerly direction. The aircraft appears to have hit a taxiway lighted sign and came to rest approximately 3060' from the approach end of the runway, just short of the taxiway. The right main gear was collapsed. The propeller had evidence of a prop strike on all three blades. All three blades were bent aft and had scarring consistent with being driven by the engine when the strikes occurred. There appeared to be minor damage to the right wing. It was unable to be determined at the time as to the extent of damage to the bottom of the fuselage due to the recovery of the aircraft did not occur until we left the scene.

The flap indicator showed the flap in the 10 degree position which appeared consistent with the actual position of the flaps. The gear handle was in the down position. The rudder trim indicator was just left of the center mark. The elevator trim indicator was in the takeoff range. The fuel selector was in the "both" position. Power was not applied to the aircraft while on scene. There appeared to be continuity throughout all systems and controls of the aircraft. No obvious issues were noted that may have contributed to the accident. The aircraft tach time was noted as 3432.3 and a hourmeter on the instrument panel indicated 2540.4. A copy of the Cass County Sheriff Department photos and reports will be requested.

Additional information obtained in a 12/21/2016 phone conversation with the mechanic that retrieved and moved the aircraft:

- There was some structural damage to the lower fuselage in the main cabin area.
- There was some structural damage to the lower fuselage approximately 4' forward of the elevator that appeared to be from something like the nose gear striking the area.
- The right wing forward and aft spars were fractured near the tip.
- The nose gear actuator appeared to be bent in a manner that would be consistent with the nose gear being down and locked when it impacted the ground.
- On retrieval, the right main gear was able to be pulled out and locked in place for moving.
- For recovery, the mechanic stated he ran the flaps to the full down position and they appeared to operate and indicate normally.