

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: Willits State: CA
 ZIP: 95490 Country: USA
 Latitude: 39.4513333 Longitude: -123.3723333
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 07/04/2017 Local Time: 4:30 PM
mm/dd/yyyy
 Time Zone: PDT

Collision with Other Aircraft: ☐ Midair ☐ On-ground ☒ None

AIRCRAFT INFORMATION

Registration Number: N66NF

Manufacturer: Cessna

Model: P210R

Serial Number: P21000860

Year of Manufacture: 1985

Amateur-Built: ☐ Yes ☒ No If Yes: ☐ Kit/Plans ☐ Original Design Make: _____

☒ IFR-Equipped and Certified

☐ Commercial Space Flight

☐ Unmanned Aircraft

Maximum Gross Weight: 4100 lbs

Weight at Time of Accident/Incident: 3500 lbs

Number of Seats: 6 Flight Crew Seats: _____

Cabin Crew Seats: _____ Passenger Seats: _____

Number of Engines: 1

Category of Aircraft

- ☒ Airplane
- ☐ Balloon
- ☐ Blimp/Dirigible
- ☐ Glider
- ☐ Gyroplane
- ☐ Helicopter
- ☐ Powered Lift
- ☐ Rocket
- ☐ Ultralight
- ☐ Unknown

Type of Airworthiness Certificate

(Check all that apply)

Standard

- ☒ Normal
- ☐ Aerobatic
- ☐ Balloon
- ☐ Commuter
- ☐ Transport
- ☐ Utility

Special

- ☐ Restricted
- ☐ Limited
- ☐ Provisional
- ☐ Special Flight
- ☐ Experimental
- ☐ Special Light-Sport
- ☐ Experimental Light-Sport

- ☐ Certificate of Authorization or Waiver (COA)
- ☐ None
- ☐ Unknown

Landing Gear

(Check all that apply)

☒ Retractable

- ☒ Tricycle
- ☐ Amphibian
- ☐ Emergency Float
- ☐ Float
- ☐ Hull
- ☐ Other Launch/Recovery System
- ☐ None
- ☐ Tailwheel
- ☐ High Skid
- ☐ Skid
- ☐ Ski
- ☐ Ski/Wheel
- ☐ Unknown

Engine Type *(Select one)*

- ☒ Reciprocating
- ☐ Turbo Shaft
- ☐ Turbo Prop
- ☐ Turbo Jet
- ☐ Turbo Fan
- ☐ Electric
- ☐ Liquid Rocket
- ☐ Solid Rocket
- ☐ Hybrid Rocket
- ☐ None
- ☐ Unknown

Fuel System Type *(Reciprocating)*

- ☐ Carburetor
- ☒ Fuel-Injected

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. <i>mm/dd/yyyy</i>	Rated Power ☒ Horsepower or ☐ lbs of Thrust	Total Time <i>(hours)</i>	Time Since: Inspection <i>(hours)</i>	Overhaul <i>(hours)</i>
Eng. 1	Continental	TSIO-520-CE			325			
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

- ☐ 100-Hour
- ☐ AAIP
- ☒ Annual
- ☐ Continuous Airworthiness
- ☐ Conditional Inspection
- ☐ Unknown

Date Last Inspection: 3/10/2017
mm/dd/yyyy

Airframe Total Time: _____ hrs
 hours measured at *(Select one)*
☐ Last Inspection ☐ Time of Accident/Incident

Type of Maintenance Program *(Select one)*

- ☒ Annual
- ☐ Conditional (Amateur-built only)
- ☐ Manufacturer's Inspection Program
- ☐ Other Approved Inspection Program (AAIP)
- ☐ Continuous Airworthiness
- ☐ Other, specify: _____

Description of Fire Extinguishing System

- ☐ None
- ☒ Specify: handheld fire extinguisher

Propeller 1

- ☐ Fixed Pitch
- ☒ Controllable Pitch
- ☐ Ground Adjustable

Manufacturer: _____

Model: _____

Propeller 2

- ☐ Fixed Pitch
- ☐ Controllable Pitch
- ☐ Ground Adjustable

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: _____

Model or Part No.: _____

TSO No.: ☐ C91 (121.5 MHz) ☐ C91a (121.5 MHz)

☐ C126 (406 MHz)

Was ELT still mounted in aircraft? ☒ Yes ☐ No

Was ELT still connected to antenna? ☒ Yes ☐ No

Did ELT Activate? ☒ Yes ☐ No

If activated:

Did ELT Aid in Locating Aircraft: ☐ Yes ☒ No

If not activated:

- Indicate Reason:
- ☐ Impact Damage
 - ☐ Fire Damage
 - ☐ Battery Expired/Damaged
 - ☐ Unknown

Additional Equipment *(Check all that apply)*

- ☐ ADS-B
- ☐ Airframe Parachute
- ☐ Angle of Attack Indicator
- ☒ Autopilot
- ☐ Data Recorder
- ☒ Electronic Flight Bag or Handheld Device
- ☒ Electronic Multifunction Display
- ☒ Electronic Primary Flight Display
- ☐ Handheld GPS
- ☐ Heads Up Display
- ☒ Onboard Weather
- ☐ Satellite Tracking Device
- ☒ Stall Warning System
- ☐ Video Recording Device
- ☐ Other, Specify: _____

OWNER/OPERATOR INFORMATION**Registered Aircraft Owner**Name: LEVIN DANIEL J TRUSTEEFractional Ownership Aircraft: ☐ Yes ☒ NoCity: Portola ValleyState: CAZIP: 94028Country: USA**Operator of Aircraft**☒ Same As Registered Owner☒ Same Address as Registered Owner

Name: _____

City: _____

Doing Business As: _____

State: _____ ZIP: _____

Air Carrier/Operator Designator (4 Character Code): _____

Country: _____

Operating Certificates Held

(Check all that apply)

- ☒ None
☐ Flag Carrier Operating Certificate (FAR 121)
☐ Supplemental
☐ Air Cargo
☐ Foreign Air Carriers (FAR 129)
☐ Rotorcraft External Load (FAR 133)
☐ Commuter Air Carrier (FAR 135)
☐ On-Demand Air Taxi (FAR 135)
☐ Commercial Air Tour (FAR 136)
☐ Agricultural Aircraft (FAR 137)
☐ Pilot School (FAR 141)
☐ Certificate of Authorization or Waiver (COA)
☐ Commercial Space Transportation
Experimental Permit
☐ Commercial Space Transportation License
☐ Other Operator of Large Aircraft

Regulation Flight Conducted Under

- ☒ FAR 91 ☐ FAR 129 ☐ FAR 415
☐ FAR 103 ☐ FAR 133 ☐ FAR 431
☐ FAR 121 ☐ FAR 135 ☐ FAR 435
☐ FAR 125 ☐ FAR 137 ☐ FAR 437

☐ FAR 91 Special Flight
☐ Non-US, Commercial
☐ Non-US, Non-commercial

- ☐ Public Aircraft (Select one)
☐ Armed Forces
☐ Federal
☐ State
☐ Local

☐ Unknown

Revenue Operation for FAR 121, 125, 129, 135

(Select one for each group)

- ☐ Scheduled or Commuter ☐ Domestic
☐ Non-Scheduled or Air Taxi ☐ International

☐ Passenger
☐ Cargo
☐ Mail Contract Only

Purpose of Flight for FAR 91, 103, 133, 137

(Select one)

- ☐ Aerial Application ☐ Firefighting ☐ Unknown
☐ Aerial Observation ☐ Flight Test
☐ Air Drop ☐ Glider Tow
☐ Air Race/Show ☐ Instructional
☐ Banner Tow ☐ Other Work Use
☐ Business ☒ Personal
☐ Executive/Corporate ☐ Positioning
☐ External Load ☐ Skydiving
☐ Ferry

Revenue Sightseeing Flight☐ Yes ☒ No**Air Medical Flight**☐ Yes ☒ No**AIRPORT INFORMATION (Fill in if accident/incident occurred on approach, landing, takeoff, departure, or within 3 miles of an airport)**Airport Name: Ells FieldAirport Identifier: Q28Proximity to Airport: ☐ Off Airport/Airstrip ☒ On Airport/Airstrip ☐ N/ADistance From Airport Center: 0 smDirection From Airport: 160 degrees trueAirport Elevation: 2065 ft. msl**Runway Information**Runway ID: 16 (L/R/C) Length: 2995 ft Width: 75 ft**Runway/Landing Surface (Check all that apply)**

- ☒ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
☐ Concrete ☐ Gravel ☐ Metal/Wood
☐ Dirt ☐ Ice ☐ Snow ☐ Unknown

Condition of Runway/Landing Surface (Check all that apply)

- ☒ Dry ☐ Snow-Compacted ☐ Water-Calm
☐ Holes ☐ Snow-Crusted ☐ Water-Choppy
☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy
☐ Rough ☐ Snow-Wet ☐ Wet
☐ Rubber Deposits ☐ Soft
☐ Slush-Covered ☐ Vegetation ☐ Unknown

Approach/Departure Segment (Select one)

- ☐ Taxi ☐ VFR Departure ☐ On Instrument Approach ☐ Downwind ☐ Low Approach
☐ Takeoff ☐ IFR Departure Procedure/Clearance ☒ Landing ☐ Base ☐ Go Around
☐ Initial Climb ☐ Final ☐ Aborted Landing (after touchdown)
☐ Crosswind ☐ Unknown

IFR Approach (Check all that apply)

- ☒ None
☐ ADF/NDB ☐ PAR ☐ MLS ☐ Practice
☐ SDF ☐ Sidestep ☐ LDA ☐ GPS
☐ VOR/TVOR ☐ ILS ☐ ASR
☐ VOR/DME ☐ Localizer Only ☐ Visual
☐ TACAN ☐ LOC-back course ☐ Contact
☐ RNAV ☐ Circling

☐ Unknown

VFR Approach (Check all that apply)

- ☐ None
☐ Traffic Pattern ☐ Stop and Go
☒ Straight-In ☐ Touch and Go
☒ Valley/Terrain Following ☐ Simulated Forced Landing
☐ Go Around ☐ Forced Landing
☒ Full Stop ☐ Precautionary Landing

☐ Unknown

"FLIGHT CREWMEMBER 1" INFORMATION																																																																																																				
"Flight Crewmember 1" Responsibilities at the Time of Accident/Incident ☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew																																																																																																				
"Flight Crewmember 1" was pilot flying ☒ Yes ☐ No																																																																																																				
"Flight Crewmember 1" Identification First Name: <u>Gregory</u> Middle Initial: <u>P</u> Last Name: <u>Coladonato</u> City of Residence: <u>Mountain View</u> State: <u>CA</u> ZIP: <u>94043</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>45</u> Date of Birth: [REDACTED] mm/dd/yyyy Certificate Number: [REDACTED]																																																																																																				
Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious		Seat Occupied ☒ Left ☐ Front ☐ Unknown ☐ Right ☐ Rear ☐ Center ☐ Single		Restraint Type Available ☐ None ☐ Lap only ☒ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap only ☒ 3-point ☐ 4-point ☐ 5-point ☐ Unknown			Inflatable Restraints ☒ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown																																																																																													
Pilot Certificate(s) <i>(Check all that apply)</i> ☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☒ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer				Medical Certificate Validity ☐ Without limitations/waivers ☐ Unknown ☐ With limitations/waivers ☐ N/A ☐ Special Issuance			Date of Last Medical <u>03/27/2015</u> mm/dd/yyyy																																																																																													
Medical Certificate Limitations 																																																																																																				
Medical Certificate Special Issuance 																																																																																																				
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: <u>04/28/2016</u> mm/dd/yyyy				Flight Review Aircraft Make: <u>Cessna</u> Model: <u>P210R</u>																																																																																																
Airplane Rating(s) <i>(Check all that apply)</i> ☐ None ☒ Single-Engine Land ☐ Single-Engine Sea ☐ Multiengine Land ☐ Multiengine Sea		Other Aircraft Rating(s) <i>(Check all that apply)</i> ☐ None ☐ Airship ☐ Balloon ☐ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift		Instrument Rating(s) <i>(Check all that apply)</i> ☐ None ☒ Airplane ☐ Helicopter ☐ Powered Lift		Instructor Rating(s) <i>(Check all that apply)</i> ☐ None ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport																																																																																														
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<table border="1" style="width:100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2" style="text-align: left; padding: 5px;">Flight Time <i>(Enter appropriate number of hours in each box)</i></th> <th rowspan="2" style="padding: 5px;">All Aircraft</th> <th rowspan="2" style="padding: 5px;">This Make & Model</th> <th rowspan="2" style="padding: 5px;">Airplane Single Engine</th> <th rowspan="2" style="padding: 5px;">Airplane Multiengine</th> <th rowspan="2" style="padding: 5px;">Night</th> <th colspan="2" style="padding: 5px;">Instrument</th> <th rowspan="2" style="padding: 5px;">Rotorcraft</th> <th rowspan="2" style="padding: 5px;">Glider</th> <th rowspan="2" style="padding: 5px;">Lighter Than Air</th> </tr> <tr> <th style="padding: 5px;">Actual</th> <th style="padding: 5px;">Simulated</th> </tr> </thead> <tbody> <tr> <td style="text-align: left; padding: 5px;">Total Time</td> <td>1363</td> <td>484</td> <td>1363</td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td style="text-align: left; padding: 5px;">Pilot in Command (PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td style="text-align: left; padding: 5px;">Time as Instructor</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td style="text-align: left; padding: 5px;">This Make/Model</td> <td colspan="5" style="background-color: black;"></td> <td></td> <td></td> <td colspan="3" style="background-color: black;"></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 90 Days</td> <td>9</td> <td>9</td> <td>9</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 30 Days</td> <td>1</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 24 Hours</td> <td>1</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>											Flight Time <i>(Enter appropriate number of hours in each box)</i>	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	1363	484	1363	0				0	0	0	Pilot in Command (PIC)								0	0	0	Time as Instructor	0	0	0	0	0	0	0	0	0	0	This Make/Model											Last 90 Days	9	9	9	0	0	0	0	0	0	0	Last 30 Days	1	1	1	0	0	0	0	0	0	0	Last 24 Hours	1	1	1	0	0	0	0	0	0	0
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FLIGHT ITINERARY INFORMATION

Last Departure Point Airport ID: <u>KPAO</u> City: <u>Palo Alto</u> State: <u>CA</u> Country: <u>USA</u>	Time of Departure Time: <u>1530</u> Time Zone: <u>PDT</u>	Destination Airport ID: <u>O28</u> City: <u>Willits</u> State: <u>CA</u> Country: <u>USA</u>	Type Flight Plan Filed ☐ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☒ VFR Activated? ☐ Yes ☒ No ☐ Unknown
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Type of ATC Clearance/Service (Check all that apply) ☐ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise ☐ VFR ☐ IFR ☐ VFR On Top ☒ Traffic Advisory ☐ Unknown / NA				
Airspace where the accident/incident occurred (Check all that apply) ☐ Class A ☒ Class G ☐ Military Operations Area (MOA) ☐ Special ☐ Class B ☐ Demo Area ☐ Airport Advisory Area ☐ Air Traffic Control Area ☐ Class C ☐ Warning Area ☐ Jet Training Area ☐ Unknown ☐ Class D ☐ Prohibited Area ☐ TRSA ☐ Class E ☐ Restricted Area ☐ FAR 93				Altitude of In-Flight Occurrence: _____ ft msl

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

Source of Pilot Weather Information (Check all that apply) ☐ National Weather Service ☐ Company ☐ Flight Service Station ☐ Military ☐ TV/Radio ☐ Internet ☐ Automated Report ☒ None ☐ Commercial Weather Service (DUATS) ☐ Unknown ☐ On-Board Weather	Weather Observation Facility Facility ID: _____ Observation Time: _____ Time Zone: _____ Distance from Accident Site: _____ nm Direction from Accident Site: _____ degrees true
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Basic Conditions ☒ VMC ☐ IMC ☐ Unknown	Light Condition ☐ Dawn ☐ Dusk ☐ Dark Night ☐ Unknown ☒ Day ☐ Night ☐ Bright Night		
Sky/Lowest Cloud Condition ☒ Clear ☐ Thin Broken ☐ Few ☐ Thin Overcast ☐ Partial Obscuration ☐ Unknown ☐ Scattered Lowest Cloud Condition Height _____ ft agl	Ceiling ☒ None (Clear) ☐ Obscured ☐ Broken ☐ Indefinite ☐ Overcast ☐ Unknown Ceiling Height _____ ft agl	Temperature: _____ (C) or _____ (F) Dew Point: _____ (C) or _____ (F) Altimeter Setting: _____ in. Hg or _____ MB	

Wind Direction ☐ Variable -or- Direction: _____ degrees true	Wind Speed ☐ Calm ☐ Light and Variable -or- Speed: _____ kts	Wind Gusts ☐ Not Gusting -or- Speed: _____ kts	Visibility _____ miles RVR: _____ feet RVV: _____ miles Density Altitude: _____ ft
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Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy ☐ N/A ☐ Unknown	Type of Precipitation (Check all that apply) ☒ None ☐ Drizzle ☐ Freezing Rain ☐ Rain ☐ Ice Pellets ☐ Snow Shower ☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower ☐ Hail ☐ Snow Grains ☐ Freezing Drizzle ☐ Rain Showers ☐ Ice Crystals	Restriction to Visibility (Check all that apply) ☒ None ☐ Fog ☐ Blowing Dust ☐ Ground Fog ☐ Blowing Sand ☐ Haze ☐ Blowing Snow ☐ Ice Fog ☐ Blowing Spray ☐ Smoke ☐ Dust ☐ Unknown
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Icing Forecast Amount Type ☒ None ☐ N/A ☐ Trace ☐ Rime ☐ Light ☐ Clear ☐ Moderate ☐ Mixed ☐ Severe ☐ Unknown ☐ Unknown	Icing Actual Amount Type ☒ None ☐ N/A ☐ Trace ☐ Rime ☐ Light ☐ Clear ☐ Moderate ☐ Mixed ☐ Severe ☐ Unknown ☐ Unknown	Turbulence Type (Check all that apply) Severity ☐ None ☐ Light ☐ Clear Air ☐ Moderate ☐ Terrain-Induced ☐ Severe ☐ Convective Turbulence ☐ Extreme
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NOTAMs (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident:

DAMAGE TO AIRCRAFT AND OTHER PROPERTY**Aircraft Damage**

- ☐ None ☒ Substantial
☐ Minor ☐ Destroyed
 ☐ Unknown

Aircraft Fire

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Fire at Unknown Time
☐ On-Ground ☐ Unknown

Aircraft Explosion

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Explosion at Unknown Time
☐ On-Ground ☐ Unknown

Description of Damage to Aircraft and Other Property (Use additional sheet if necessary)

Aircraft sustained substantial damage to airframe and airfoils.

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State departure time and location, services obtained, and intended destination. Provide as much detail as possible.

At approximately 2:45 PM on July 4th, I filed a VFR flight plan departing Palo Alto Airport (KPO) at 3:30 PM bound for Ells Field (O28) using ForeFlight, and received a weather briefing via ForeFlight. The route I filed from KPAO to O28 was OAK V195 CROIT V108 STS V4 94 ENI. The estimated time enroute was approximately 1 hour.

On the drive to Palo Alto Airport, I called Leidos Flight Service at 1 800 WX BRIEF to obtain an abbreviated weather briefing from a flight briefer. I inquired about any hazards to flight or TFRs along the route, as well as about the weather.

The briefer corroborated my digital weather briefing: that there was no weather along the route, and that the nearest report weather to O28 was from Ukiah CA (KUKI), and that the winds were 150 degrees, 13 knots gusting 20 knots. Since O28's runway was 160, I did not expect this wind condition to present much of a problem.

When I arrived at the airport, I performed a pre flight of N66NF, and called the fuel truck to have approximately 45 gallons of fuel added, and also added a quart of oil. The total amount of fuel on board was to be 85 gallons, which would be enough for at least 4 hours of flight. I performed the before starting checklist, the starting engine checklist, the pre taxi checklist, and taxied to the Runway 31 run up area. I performed the run up checklist, was cleared for takeoff, and had an uneventful takeoff.

My requested departure was towards the midspan of the San Mateo Bridge, from where I would request an overflight of Oakland International Airport from Oakland Tower, in accordance with the route I filed in my flight plan. Oakland Tower gave me a squawk code, vectors and assigned altitudes.

When I left Oakland's Class Charlie airspace, I was handed off to Norcal Approach, where I was given either Traffic Advisory or VFR Flight Following services. I was then handed off to Oakland Center, with whom I began my VFR descent, and with whom I was in contact until after ENI VOR, at which point ATC directed me to squawk VFR, and to change to advisory frequency.

I changed frequency to the UNICOM frequency for Ells Field, 122.8 MHz, and began to listen to transmissions for information about the condition of and traffic around the terminal area of Ells Field. I communicated with traffic that was at my 2 o'clock, which mentioned they had just departed Ells Field. I asked of them, which runway the winds were favoring, and the crew responded that they recommended I see for myself, presumably just by looking at the wind sock.

As I had never flown into Ells Field, my plan was to use the procedure I learned about while attending the Aero Club of Northern California's "Accident Wise 2017" event at NASA Ames Field on May 11th. Jason Miller, from the AOPA Air Safety Institute, gave a presentation titled "Flying at Non Towered Airports", and he recommended overflying unfamiliar non towered airports at 1000 feet above traffic pattern altitude, to get a "lay of the land" and to familiarize oneself with the aerodrome.

When I arrived over Ells Fields, elevation 2066, I was still at approximately 5000 MSL, so I entered a descending left 360 degree turn. At the end of one circuit, I was at approximately 4000 MSL, 1000 feet above TPA. I looked for the wind sock, and believe I saw it aiming perpendicular to the runways, though it was still quite small at that distance. The terrain to the north of the airport seemed preferable to the terrain to the south, since Highway 101 ran approximately north of the airport in a valley. Since much of the area is wooded, I wanted to verify a large road in the event of engine failure.

From reference to my aviation charts and Primary Flight Display and Multi Function Display, I could tell that the terrain surrounding the airport was quite a bit higher than the runway elevation, so the lowest altitude at which I felt comfortably clear of terrain was 3500 MSL. I decided to fly 6 to 8 miles to the north, turn left 180 degrees, line up for a straight in approach, and endeavor to fly a stabilized 120 knots then 90 knots, 500 foot-per-minute descent from 3500 MSL to 2000 MSL over the 6 miles from my position north of the airport to the tower.

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On the drive to Palo Alto Airport, I called Leidos Flight Service at 1 800 WX BRIEF to obtain an abbreviated weather briefing from a flight briefer. I inquired about any hazards to flight or TFRs along the route, as well as about the weather.

The briefer corroborated my digital weather briefing: that there was no weather along the route, and that the nearest report weather to O28 was from Ukiah CA (KUKI), and that the winds were 150 degrees, 13 knots gusting 20 knots. Since O28's runway was 160, I did not expect this wind condition to present much of a problem.

When I arrived at the airport, I performed a pre flight of N66NF, and called the fuel truck to have approximately 45 gallons of fuel added, and also added a quart of oil. The total amount of fuel on board was to be 85 gallons, which would be enough for at least 4 hours of flight. I performed the before starting checklist, the starting engine checklist, the pre taxi checklist, and taxied to the Runway 31 run up area. I performed the run up checklist, was cleared for takeoff, and had an uneventful takeoff.

My requested departure was towards the midspan of the San Mateo Bridge, from where I would request an overflight of Oakland International Airport from Oakland Tower, in accordance with the route I filed in my flight plan. Oakland Tower gave me a squawk code, vectors and assigned altitudes.

When I left Oakland's Class Charlie airspace, I was handed off to Norcal Approach, where I was given either Traffic Advisory or VFR Flight Following services. I was then handed off to Oakland Center, with whom I began my VFR descent, and with whom I was in contact until after ENI VOR, at which point ATC directed me to squawk VFR, and to change to advisory frequency.

I changed frequency to the UNICOM frequency for Ells Field, 122.8 MHz, and began to listen to transmissions for information about the condition of and traffic around the terminal area of Ells Field. I communicated with traffic that was at my 2 o'clock, which mentioned they had just departed Ells Field. I asked of them, which runway the winds were favoring, and the crew responded that they recommended I see for myself, presumably just by looking at the wind sock.

As I had never flown into Ells Field, my plan was to use the procedure I learned about while attending the Aero Club of Northern California's "Accident Wise 2017" event at NASA Ames Field on May 11th. Jason Miller, from the AOPA Air Safety Institute, gave a presentation titled "Flying at Non Towered Airports", and he recommended overflying unfamiliar non towered airports at 1000 feet above traffic pattern altitude, to get a "lay of the land" and to familiarize oneself with the aerodrome.

When I arrived over Ells Fields, elevation 2066, I was still at approximately 5000 MSL, so I entered a descending left 360 degree turn. At the end of one circuit, I was at approximately 4000 MSL, 1000 feet above TPA. I looked for the wind sock, and believe I saw it aiming perpendicular to the runways, though it was still quite small at that distance. The terrain to the north of the airport seemed preferable to the terrain to the south, since Highway 101 ran approximately north of the airport in a valley. Since much of the area is wooded, I wanted to overfly a large road in the event of engine failure.

From reference to my aviation charts and Primary Flight Display and Multi Function Display, I could tell that the terrain surrounding the airport was quite a bit higher than the runway elevation, so the lowest altitude at which I felt comfortably clear of terrain was 3500 MSL. I decided to fly 6 to 8 miles to the north, turn left 180 degrees, line up for a straight in approach, and endeavor to fly a stabilized 120 knots then 90 knots, 500 foot-per-minute descent from 3500 MSL to 2000 MSL over the 6 miles from my position north of the airport to the touchdown zone.

After I turned left 180 degrees, I began to search for the runway in order to line up and begin my descent. Because of the particulars of the terrain and the forest around the airport, I was not able to make visual contact with the runway from 7 miles to the north, from 3500 MSL. I decided to postpone my descent until I had the airport in sight, in the belief that holding altitude would better enable me to locate the airport. When I did locate the airport, I turned left to intercept the extended runway centerline for Runway 16 and began my descent.

I powered back and deployed full flaps, consistent with the P210 POH's short field landing procedures. I endeavored to maintain runway centerline, but as I descended within 50 to 100 feet of the runway surface, the plane was blown to the east, presumably by either stronger winds or gusts than I had experienced at higher altitudes. I continued to descend and used a 10 to 15 degree right turn aileron deflection to attempt to fly back over the runway centerline.

After holding this right turn for a number of seconds, while I continued to descend, I experienced a sudden loss of approximately 10 knots of airspeed, according to the digital airspeed indicator on the PFD, from the mid to low 80s knots to the mid to low 70s knots. Fearing a stall if I tried to turn harder to the right, and fearing being blown into the trees at my left, I maintained directional control and put the plane down in the grass and dirt to the left of the runway.

I believed I still had runway distance enough to stop the plane, and fully applied the brakes, but was not able to arrest the forward motion of the plane before reaching the edge of the plateau on which the airport sits. The plane went over the edge and fell for one to one and a half seconds before impacting terrain, still in a forward facing attitude.

After impact, I attempted to exit the airplane through the pilot side door, but it was jammed. The left wing had also ruptured, and avgas was pouring out of the wing on the outside of the pilot side door. I then attempted to exit the airplane through the passenger side emergency exit, but that was also jammed. I returned to the pilot side door, and pushed as hard as I could to open the door, which then opened. I stumbled through the sheet of avgas into the grassy area surrounding the plane, and walked along a path around the airport until I found my way to the terminal area, and was met by emergency personnel.

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

In hindsight, the lack of weather reporting at Ells Field means that a pilot relying on the wind sock for information about the conditions on the runway is using a very limited information source. I could not tell how strong the wind was, only that it was strong enough to point the windsock, and could also not tell from it whether there were gusts. In the future, I would be much more mentally prepared to go around in such a situation.

Another thing I would recommend is for pilots who write their own checklists (as I do), to add a section under Pre Landing checklist related to brief go around procedures. If I had thought more about going around prior to landing, I might have made the decision to do so, but I had been thinking much more about landing than about going around.

One more general recommendation. As I was flying in to the airport, I talked to a pilot who was very familiar with the field and local conditions. I asked him which runway the winds were favoring, and he demurred providing a specific answer. After the accident, I found out that local pilots almost always land on runway 34 and take off on runway 16. Part of the reason for this is the down grade on the last half of runway 16. There was no NOTAM informing non local airmen of this local knowledge. I think such information would make for an excellent NOTAM. I would have landed on the safer runway had I known what the local pilots knew.

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)Was there Mechanical Malfunction/Failure? ☐ Yes ☒ No

(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

Total Time/Cycles
On Part

_____ Hours

_____ Cycles

Time Since This Part
Inspected/Overhauled

_____ Hours

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff

(Convert from pounds, as necessary)

85 _____ Gallons

Fuel Type

☐ 80/87☐ 115/145☐ Jet B☐ Other, specify _____☒ 100 Low Lead☐ Jet A☐ JP8☐ 100/130☐ Jet A-1☐ Automotive

Other Services, if Any, Prior to Departure

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☒ Yes ☐ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

Pilot exited pilot-side door.

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for other aircraft)

Aircraft Registration Number

Manufacturer: _____

Model: _____

Damage to Other Aircraft

☐ Destroyed☐ Minor☐ Substantial☐ None

Registered Owner of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

Pilot of Other Aircraft

Name: _____

City: _____

State: _____ ZIP: _____

Country: _____

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report

8/9/2017

mm/dd/yyyy

Name of Pilot/Operator: Greg Coladonato

Signature: _____

-- or -- ☒ Check here to electronically sign this document

If a Person Other than Pilot/Operator is Filing Report

Name: _____

Title: _____

Signature: _____

-- or -- ☐ Check here to electronically sign this document

FOR NTSB USE ONLY

NTSB Accident/Incident No.

GAA17CA384

Reviewed by NTSB Regional Office

GAA

Name of Investigator

Eric Swenson

Date Report Received

08/09/2017