



National Transportation Safety Board Aviation Accident Final Report

Location:	RICHMOND, UT	Accident Number:	FTW95FA003
Date & Time:	10/01/1994, 1645 MDT	Registration:	N732VK
Aircraft:	CESSNA T210M	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE COMMERCIAL PILOT REPORTED TO ATC THAT HIS ENGINE WAS LOSING OIL PRESSURE WHILE IN CRUISE FLIGHT AT FL190. THE PILOT REQUESTED TO DEVIATE TO A NEARBY AIRPORT AND ATC CLEARED HIM TO DESCEND TO 12,000 FEET. THE PILOT ENTERED INSTRUMENT CONDITIONS AS HE PROCEEDED TO THE AIRPORT. DURING HIS EMERGENCY DESCENT, THE PILOT COMMUNICATED HIS INTENTIONS TO THE UNICOM OPERATOR AT THE AIRPORT OF INTENDED LANDING. WHEN ASKED ABOUT HIS LOCATION, THE PILOT STATED THAT HE WAS 8 MILES EAST, HAD LOST HIS OIL PRESSURE, AND HOPED HE DIDN'T HIT ANY OF THE MOUNTAINS. SEARCH AND RESCUE AIRCRAFT RESPONDING TO THE ELT SIGNAL REPORTED THAT THE MOUNTAINS WERE OBSCURED AT THE TIME OF THE ACCIDENT. THE AIRPLANE WAS LOCATED 400 FEET BELOW THE CREST OF A 9,765 FOOT MOUNTAIN. THE BELLY AND UNDERSIDE OF THE FUSELAGE WAS COVERED WITH FRESH OIL. EXAMINATION OF THE ENGINE REVEALED THAT A 'B' NUT ON A BRAIDED OIL LINE CONNECTING THE OIL PUMP TO THE TURBOCHARGER WAS LOOSE. THE ENGINE TEARDOWN FOUND NO INTERNAL EVIDENCE OF LUBRICATION OR THERMAL DISTRESS WITHIN THE ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE OIL PRESSURE DUE TO AN OIL LEAK FROM A LOOSE OIL LINE FITTING. FACTORS WERE THE OBSCURATION, AND THE UNSUITABLE TERRAIN AT THE PILOT'S DISPOSAL.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) LUBRICATING SYSTEM,OIL LINE - LOOSE
 2. REASON FOR OCCURRENCE UNDETERMINED
 3. (C) FLUID,OIL - LEAK
 4. FLUID,OIL - STARVATION
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) WEATHER CONDITION - OBSCURATION
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - NONE SUITABLE

Factual Information

HISTORY OF FLIGHT

On October 1, 1994, at 1645 mountain daylight time, a Cessna T210M, N732VK, was destroyed during a forced landing near Richmond, Utah. The instrument rated commercial pilot and his passenger were fatally injured. An instrument flight plan was filed and a weather briefing received. Instrument meteorological conditions prevailed for the personal flight.

According to Air Traffic Control (ATC), the airplane was in cruise flight at FL190 on an IFR clearance from Woodland, California, to Lander, Wyoming. The pilot reported losing engine oil pressure and requested to land at the Logan-Cache Municipal Airport (LGU), near Logan, Utah. ATC cleared the flight direct to LGU and cleared the pilot to descend to 12,000 feet. Radio and radar contact were lost 10 miles northeast of Logan, while the aircraft was descending through 12,000 feet.

An employee of the Logan Airport monitored a transmission received on Unicom by the pilot of N732VK. On the pilot's initial call, he stated that "he was experiencing oil pressure problems and was attempting a dead stick landing at Logan." Another airplane in the pattern called the pilot in distress to find out his location from the airport. The pilot responded that "he was 8 miles east, had lost his oil pressure, was IMC, and he hoped he didn't hit any of the mountains." The mountains east of Logan were obscured by clouds at the time of the accident. There were no reported eyewitnesses to this accident.

AIRCRAFT INFORMATION

The airplane was topped off with 68 gallons of 100LL aviation gasoline at the Woodlands-Watts Airport, the evening before the accident. The airplane was also serviced with 2 quarts of 15W50 Aeroshell oil at that time. The FBO manager reported in a telephone interview that prior to departing Lander, Wyoming, the pilot had asked him to service the airplane with one quart of oil, and to place 3 quarts of oil in the baggage compartment.

The FBO manager also reported that the airplane had a substantial oil leak as evidenced by the heavily oil soaked belly, when the airplane was at his location last June, while on an overnight stay on a trip to Canada.

The airplane was home-based at Festus, Missouri. The airplane and engine logbooks were not made available, and despite several attempts, they could not be recovered.

COMMUNICATIONS

A complete weather briefing was received and an IFR flight plan was filed with the Rancho Murieta Flight Service Station by the pilot prior to his departure from Woodland, California. The transcripts from all pertinent communications between the airplane and the ATC facilities are enclosed in this report.

WRECKAGE AND IMPACT INFORMATION

The wreckage of the airplane was located on the east slope of Cherry Peak (elevation 9,765 feet), approximately 400 feet below the crest of the mountain, on a heading of 020 degrees. The slope of the terrain was 50 to 60 degrees. About 12 inches of snow fell after the accident. Damage to the leading edge of the right wing was more pronounced than that of the left wing. The airplane, configured with the gear and flaps in the retracted position, came to rest on a

heading of 282 degrees. Continuity was established to all flight controls. The elevator trim tab was found with 1 3/4 inches of nose down tab. The belly and underside of the airplane were found heavily soiled with fresh engine oil.

The engine separated from the airframe, and came to rest in a drainage ditch approximately 600 feet downslope of the main wreckage. The exhaust system was not pliable at the time of impact and several cracks were observed within the exhaust stacks. The propeller spinner was crushed, the hub was fractured and two of the three blades were separated from the hub. The turbocharger assembly and one of the propeller blades were not recovered.

Both fuel cells were compromised by impact damage, and no fuel was found at the accident site. Search and rescue personnel reported a strong smell of fuel when they first arrived at the accident site to recover the bodies.

MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy and toxicological examination were requested and performed. The autopsy was performed by Office of the Medical Examiner for the State of Utah, on October 10, 1994. Toxicological tests were negative.

TEST AND RESEARCH

The engine was recovered and transported to the engine manufacturer's facility where an examination and teardown of the engine was performed. No internal defects or anomalies were found. There were no internal signatures of lubrication or thermal distress within the engine. The source of the oil leak was a braided oil line connecting the oil pump to the turbocharger waste gate actuator. A "B" nut on 45 degree "L" fitting was found to be three and a half flats lose. See enclosed report of the examination.

ADDITIONAL DATA

The wreckage was released to the owner's representative following the field portion of the investigation.

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/30/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2932 hours (Total, all aircraft), 2695 hours (Total, this make and model), 1829 hours (Pilot In Command, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N732VK
Model/Series:	T210M T210M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21061807
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	06/30/1994, Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	56 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2695 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TSIO-520-R
Registered Owner:	ASHCRAFT, WALTER C.	Rated Power:	310 hp
Operator:	ASHCRAFT, WALTER C.	Operating Certificate(s) Held:	None
Operator Does Business As:	ASHCRAFT AND SONS LTD.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0.25 Miles
Lowest Ceiling:	Obscured / 100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	WOODLAND, CA (041)	Type of Flight Plan Filed:	IFR
Destination:	LANDER, WY (LND)	Type of Clearance:	IFR
Departure Time:	0000 PDT	Type of Airspace:	Class D; Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA **Report Date:** 05/09/1995

Additional Participating Persons: RICHARD S LUND; SALT LAKE CITY, UT

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).