



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	RICHMOND, UT	<b>Accident Number:</b>	FTW95FA003
<b>Date &amp; Time:</b>	10/01/1994, 1645 MDT	<b>Registration:</b>	N732VK
<b>Aircraft:</b>	CESSNA T210M	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	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

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

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

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N732VK
<b>Model/Series:</b>	T210M T210M	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ASHCRAFT, WALTER C.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-R
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Obscured / 100 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>		<b>Visibility</b>	0.25 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WOODLAND, CA (041)	<b>Destination:</b>	LANDER, WY (LND)

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA	Adopted Date:	05/09/1995
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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