



National Transportation Safety Board Aviation Accident Final Report

Location:	LEWISTON, MT	Accident Number:	SEA95LA134
Date & Time:	07/01/1995, 1600 MDT	Registration:	N4GY
Aircraft:	CESSNA 210B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHILE MANEUVERING OVER MOUNTAINOUS TERRAIN AT 500 FEET ABOVE GROUND LEVEL, THE AIRPLANE PASSED OVER A RIDGE LINE THEN DROPPED INTO A CANYON. THE PILOT STATED THAT A 'SEVERE DOWNDRAFT JOLTED THE AIRPLANE...', AND THE ENGINE LOST POWER. THE PILOT WAS UNABLE TO RESTART THE ENGINE AND THE LANDING GEAR WOULD NOT LOCK DOWN. A FORCED LANDING WAS MADE TO AN OPEN ROUGH FIELD. DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH THE TERRAIN. AN EXAMINATION OF THE WRECKAGE REVEALED A TRACE OF WATER CONTAMINATION IN THE FUEL SYSTEM. NO EVIDENCE WAS FOUND TO INDICATE A MECHANICAL FAILURE OR MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER DUE TO UNDETERMINED REASONS, AND THE LACK OF A SUITABLE AREA FOR THE FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

3. (C) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NONE SUITABLE

Factual Information

On July 1, 1995, about 1600 hours mountain daylight time, N4GY, a Cessna 210B, operated by the owner/pilot, was substantially damaged during a forced landing near Lewiston, Montana. The forced landing was precipitated by a loss of engine power while maneuvering. The private pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed and no flight plan had been filed. The personal flight departed Butte, Montana, on July 1, 1995, at 1445, and was conducted under 14 CFR 91.

In a written statement, the pilot reported that he was maneuvering in mountainous terrain about 500 feet above ground level. The airplane passed over a ridge line and then dropped down into a canyon. The pilot stated that a "downdraft jolted the airplane severely enough to spill cherries from an open flat." The pilot then stated that the engine lost power. The electric boost pump was turned on and the fuel selector was switched to another fuel tank; however, the engine did not regain power. The pilot tried to lower the landing gear for the forced landing; however, the gear did not indicate down and locked even after utilizing the auxiliary gear pump. During the forced landing to an open rough field, the nose gear was sheared off, the belly was crushed inward, and the right wing was damaged.

During an examination of the wreckage by FAA inspectors from Helena, Montana, fuel was found on board the airplane. The engine rotated, and compression developed in each cylinder. Rocker arm, valve train and accessory gear continuity was established. All spark plugs appeared unremarkable. The right magneto produced an intermittent spark due to internal contaminants. The left magneto produced a spark with hand rotation. Small amounts of contaminants (water) were found in one of the fuel header tanks, the fuel input filter, and the fuel sump.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/07/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1670 hours (Total, all aircraft), 9 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4GY
Model/Series:	210B 210B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21057977
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	05/20/1995, Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:	16 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1746 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-S
Registered Owner:	BLUE RANGE ENGINEERING CO, INC	Rated Power:	260 hp
Operator:	HOFFMAN, LARRY C.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual 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:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	BUTTE, MT (BTM)	Type of Flight Plan Filed:	None
Destination:	, MT (LWT)	Type of Clearance:	None
Departure Time:	1445 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): JEFFREY B GUZZETTI **Report Date:** 02/27/1996

Additional Participating Persons: THOMAS J HARRIS; HELENA, MT

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](#).