



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WALSH, CO	<b>Accident Number:</b>	DEN93LA030
<b>Date &amp; Time:</b>	03/02/1993, 1715 MST	<b>Registration:</b>	N5367A
<b>Aircraft:</b>	CESSNA T210N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

DURING CRUISE FLIGHT, THE ENGINE BEGAN TO RUN ROUGH FOLLOWED BY A COMPLETE POWER LOSS. A FORCED LANDING WAS MADE IN A FIELD AND DURING LANDING ROLL, THE AIRCRAFT WENT INTO A POND AND NOSED OVER. EXAMINATION REVEALED A SHORTED RIGHT MAGNETO AND MECHANICAL FAILURE OF THE TURBOCHARGER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A COMPLETE POWER LOSS FROM MECHANICAL FAILURE. A FACTOR WAS: A POND, WHICH THE AIRCRAFT ENTERED DURING LANDING ROLL.

## Findings

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

### Findings

1. (C) IGNITION SYSTEM,MAGNETO - SHORTED
  2. (C) EXHAUST SYSTEM,TURBOCHARGER - FAILURE,TOTAL
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

3. TERRAIN CONDITION - OPEN FIELD
4. (F) TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/31/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	13450 hours (Total, all aircraft), 2150 hours (Total, this make and model), 12870 hours (Pilot In Command, all aircraft), 146 hours (Last 90 days, all aircraft), 56 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5367A
<b>Model/Series:</b>	T210N T210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	210963393
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	06/09/1992, Annual	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	188 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2144 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-R
<b>Registered Owner:</b>	COOPER MEDICAL BUILDINGS, INC.	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	COOPER MEDICAL BUILDINGS, INC.	<b>Operating Certificate(s) Held:</b>	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	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2° C
Precipitation and Obscuration:			
Departure Point:	PUEBLO, CO (PUB)	Type of Flight Plan Filed:	IFR
Destination:	OKLAHOMA CITY, OK (PWA)	Type of Clearance:	IFR
Departure Time:	1630 MST	Type of Airspace:	Class E

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	NORMAN F WIEMEYER	Report Date:	10/25/1993
Additional Participating Persons:	DICK DRUMMOND; DENVER, CO		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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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](#).