



National Transportation Safety Board Aviation Accident Final Report

Location:	GEORGETOWN, SC	Accident Number:	ATL92FA042
Date & Time:	02/01/1992, 1545 EST	Registration:	N732HG
Aircraft:	CESSNA T210L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHILE THE CRUISE FLIGHT AT 9500 FEET THE ENGINE SEIZED. A FORCED LANDING WAS MADE TO A DIVIDED HIGHWAY. TRAFFIC FORCED A LANDING IN THE MEDIAN WHERE THE WING HIT A SIGN & VEERED THE A/C INTO A DITCH. THE ENGINE HAD 121 HOURS SINCE OVERHAUL. EXAMINATION OF THE ENGINE REVEALED THAT THE REAR CRANKCASE THRU BOLTS WERE FINGER TIGHT. THE REAR MAIN BEARING HAD SPUN, THE NUMBER 1 ROD CAP SEPARATED, AND THE CRANKSHAFT HAD FRACTURED THROUGH THE COUNTERWEIGHT CHEEK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF OVERHAUL PERSONNEL TO PROPERLY TORQUE THE ENGINE CASE REAR THRU BOLTS.

Findings

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

Findings

1. SINGLE ENGINE AIRCRAFT
2. (C) ENGINE ASSEMBLY - UNDERTORQUED
3. (C) MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PERSONNEL
4. (C) ENGINE ASSEMBLY,BEARING - SLIPPED
5. (C) ENGINE ASSEMBLY,CONNECTING ROD CAP - SEPARATION
6. (C) ENGINE ASSEMBLY,CRANKSHAFT - FRACTURED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

7. OBJECT - SIGN

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

8. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	02/07/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6255 hours (Total, all aircraft), 250 hours (Total, this make and model), 6251 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N732HG
Model/Series:	T210L T210L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21061521
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	03/12/1991, Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	121 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1724 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-H
Registered Owner:	BAILEY, JAMES H. POU, JR.	Rated Power:	285 hp
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	CROW'S NEST MARINA	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MYR, 26 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1608 EST	Direction from Accident Site:	40°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / -6° C
Precipitation and Obscuration:			
Departure Point:	PALM BEACH, FL (PBI)	Type of Flight Plan Filed:	None
Destination:	BEAUFORT, NC (MRH)	Type of Clearance:	None
Departure Time:	1230 EST	Type of Airspace:	Class G

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):	Preston E Hicks	Report Date:	03/12/1993
Additional Participating Persons:	RALPH HICKS; ATLANTA, GA LEWIS BLACKWELL; COLUMBIA, SC		
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](#).