



National Transportation Safety Board Aviation Accident Data Summary

Location:	GEORGETOWN, SC	Accident Number:	ATL92FA042
Date & Time:	02/01/1992, 1545 EST	Registration:	N732HG
Aircraft:	CESSNA T210L	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

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

Pilot Information

Certificate:	Private	Age:	45
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:		Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-H
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MYR, 26 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	13 knots / 19 knots, 340°
Temperature:	12° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	PALM BEACH, FL (PBI)	Destination:	BEAUFORT, NC (MRH)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Preston E Hicks

Adopted Date: 03/12/1993

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.