



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PRINEVILLE, OR	<b>Accident Number:</b>	SEA92LA087
<b>Date &amp; Time:</b>	05/01/1992, 1952 PDT	<b>Registration:</b>	N5469V
<b>Aircraft:</b>	CESSNA T210L	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	6 Minor

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE AIRCRAFT WAS TOPPED OFF TO 540 POUNDS OF FUEL AT A TACH TIME OF 3908.8 HOURS AND SUBSEQUENTLY FLOWN TO A TACH TIME OF 3911.4 HOURS. THE AIRCRAFT WAS NOT FUELED AND SUBSEQUENTLY DEPARTED FOR PORTLAND RETURNING TO BOISE AFTER A TACH TIME OF 0.4 HOURS DUE TO THE RIGHT MAIN LANDING GEAR'S FAILURE TO RETRACT. THE PIC THEN OPTED TO DEPART AND FLY NONSTOP TO PORTLAND WITH THE GEAR FULLY EXTENDED. THE AIRCRAFT WAS NOT FUELED SUBSEQUENT TO THE 0.4 HOUR FLIGHT. THE AIRCRAFT DEPARTED A SECOND TIME FOR PORTLAND AT 1808 HOURS PDT AND LATER REPORTED CONSUMING 110 POUNDS/HOUR OF FUEL. AT 1936 HOURS, AND AFTER DISCUSSING AVAILABLE FUELING FACILITIES WITH REDMOND FSS, THE PIC DIVERTED FROM HIS ROUTE OF FLIGHT TOWARDS REDMOND FOR FUEL. AT APPROXIMATELY 1950 HOURS THE PILOT RADIOED TO REDMOND FSS THAT HE HAD RUN OUT OF FUEL AND WAS EXECUTING A FORCED LANDING. DUSK LIGHT CONDITIONS EXISTED DURING THE FORCED LANDING AND THE PIC DID NOT SEE THE CANAL AND DIRT BANK IN HIS LANDING PATH UNTIL AFTER HE WAS COMMITTED TO THE LANDING SITE. DURING THE LANDING ROLL THE NOSE GEAR STRUCK THE DIRT BANK AND SEPARATED AND THE AIRCRAFT NOSED OVER. THE TACH TIME AT THE ACCIDENT SITE WAS 3913.6 HOURS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND DELAYING HIS DECISION TO DIVERT FOR FUEL, OVERLOADING OF THE NOSE GEAR STRUT AND THE PILOT IN COMMAND'S INABILITY TO MAINTAIN AIRCRAFT CONTROL SUBSEQUENT TO THE NOSE WHEEL SEPARATION. FACTORS CONTRIBUTING TO THE ACCIDENT WERE: THE PILOT IN COMMAND'S OPERATION OF THE AIRCRAFT WITH THE GEAR EXTENDED, HIS MISJUDGMENT OF THE FUEL SUPPLY, DUSK LIGHT CONDITIONS DURING THE FORCED LANDING, AND THE DIRT BANK.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: DESCENT

### Findings

1. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
2. (F) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND

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

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Occurrence #3: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

4. (F) LIGHT CONDITION - DUSK
5. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
6. (C) LANDING GEAR,NOSE GEAR STRUT - OVERLOAD

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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

7. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/17/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1802 hours (Total, all aircraft), 9 hours (Total, this make and model), 507 hours (Pilot In Command, all aircraft), 105 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5469V
<b>Model/Series:</b>	T210L T210L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21060958
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	03/25/1992, 100 Hour	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	31 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3913 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-H
<b>Registered Owner:</b>	PATRICK, SCOTT W.	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	PATRICK, SCOTT W.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	SP AIRCRAFT	<b>Operator Designator Code:</b>	SQPA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	RDM, 3077 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1954 PDT	Direction from Accident Site:	223°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / -2° C
Precipitation and Obscuration:			
Departure Point:	BOISE, ID (BOI)	Type of Flight Plan Filed:	VFR
Destination:	PORTLAND, OR (PDX)	Type of Clearance:	VFR
Departure Time:	1908 MDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	4 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	STEVEN A MCCREARY	Report Date:	05/28/1993
Additional Participating Persons:	ROBERT R MABREY; HILLSBORO, OR		
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](#).