



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	6 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## 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

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

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

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

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	30
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	PATRICK, SCOTT W.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	TSIO-520-H
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	RDM, 3077 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 350°
<b>Temperature:</b>	17° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BOISE, ID (BOI)	<b>Destination:</b>	PORTLAND, OR (PDX)

## 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

Latitude, Longitude:

## Administrative Information

Investigator In Charge (IIC): STEVEN A MCCREARY      Adopted Date: 05/28/1993

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](mailto: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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