



# National Transportation Safety Board Aviation Incident Final Report

---

<b>Location:</b>	LA VETA, CO	<b>Incident Number:</b>	DEN92IA013
<b>Date &amp; Time:</b>	12/01/1991, 1256 MST	<b>Registration:</b>	N6179N
<b>Aircraft:</b>	CESSNA T210M	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

SHORTLY AFTER TAKEOFF, THE PILOT HEARD A 'CLUNK' AND LOST MANIFOLD PRESSURE. HE REVERSED COURSE BACK TO THE AIRPORT BUT WAS FORCED TO LAND ON A SNOW COVERED HIGHWAY. HE ELECTED TO LAND WHEELS UP. ENGINE DISASSEMBLY DISCLOSED THE NO. 1 CONNECTING ROD HAD BROKEN AT THE CRANKSHAFT END. ADDITIONALLY, THE OIL JOURNAL WAS COMPLETELY BLOCKED WITH BABBET. THERE WAS EVIDENCE OF LACK OF LUBRICATION AND HIGH HEAT DISTRESS THROUGHOUT THE ENGINE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: FAILURE OF THE NO 1 CONNECTING ROD DUE TO LACK OF LUBRICATION FROM BLOCKED OIL PORTS.

## Findings

---

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

### Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
  2. REASON FOR OCCURRENCE UNDETERMINED
  3. (C) LUBRICATING SYSTEM,OIL PORT/PASSAGE,INTERNAL - BLOCKED(TOTAL)
- 

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

-----

Occurrence #3: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. TERRAIN CONDITION - ROADWAY/HIGHWAY
5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
6. TERRAIN CONDITION - SNOW COVERED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/04/1990
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	700 hours (Total, all aircraft), 350 hours (Total, this make and model), 556 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6179N
<b>Model/Series:</b>	T210M T210M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	21062950
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	05/22/1991, Annual	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	28 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1294 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-R
<b>Registered Owner:</b>	THOMAS R. WHITE	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	THOMAS R. WHITE	<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:	Scattered / 5000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-4° C / -11° C
Precipitation and Obscuration:			
Departure Point:	LA VETA, CO (07V)	Type of Flight Plan Filed:	IFR
Destination:	MONTROSE, CO (MTJ)	Type of Clearance:	IFR
Departure Time:	1240 MST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	05/05/1993
Additional Participating Persons:	HAROLD CHURCHMAN; 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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).