



National Transportation Safety Board Aviation Accident Final Report

Location:	EVERETT, WA	Accident Number:	SEA91LA001
Date & Time:	10/02/1990, 1300 PDT	Registration:	N8281M
Aircraft:	CESSNA T210K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

NEARING THE END OF A CROSS COUNTRY FLIGHT, THE PILOT REPORTED HE HAD THE AIRPORT IN SIGHT AND CLOSED HIS FLIGHT PLAN WHEN THE ENGINE LOST POWER. THE PILOT NOTIFIED THE CONTROLLER OF THE SITUATION AND WAS CLEARED FOR LANDING. UNABLE TO REACH THE AIRPORT, THE PILOT DIVERTED TO ANOTHER AIRSTRIP THAT WAS NEARBY. THE AIRPLANE LOST ALTITUDE AND THE PILOT WAS FORCED TO INITIATE A GEAR UP LANDING IN A CORN FIELD. DURING AN ENGINE INSPECTION, THE ENGINE WAS TORN DOWN AND NO MECHANICAL FAILURES OR MALFUNCTIONS WERE NOTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF ENGINE POWER FOR UNDETERMINED REASONS.

Findings

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

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: GEAR NOT EXTENDED
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/04/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	900 hours (Total, all aircraft), 500 hours (Total, this make and model), 760 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8281M
Model/Series:	T210K T210K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	21059281
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/09/1989, 100 Hour	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	52 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4054 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	TSIO-520-H1
Registered Owner:		Rated Power:	285 hp
Operator:	SCHUYLER M. BISSELL	Operating Certificate(s) Held:	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 / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	GREAT FALLS, MT	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1005 MDT	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	12/08/1992
Additional Participating Persons:	CHUCK REYNOLDS; SEATTLE, WA		
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 pubinquiry@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](#).