



National Transportation Safety Board Aviation Accident Data Summary

Location:	HIGHLAND, MI	Accident Number:	CHI86FEC02
Date & Time:	04/02/1986, 1540 EST	Registration:	N732KR
Aircraft:	CESSNA T210M	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRCRAFT WAS IN CRUISE WHEN THE ENGINE STARTED SPATTERING. ACCORDING TO THE PILOT, HE SWITCHED TANKS AND THE ENGINE WOULD START TO RUN THEN MISS, START TO RUN THEN-MISS, OVER AND OVER AGAIN. THE PILOT STATED THAT WHILE THIS WAS HAPPENING HE WAS LOSING ALTITUDE AND WHEN HE COULDN'T GET 'FULL' POWER HE DECIDED TO MAKE A FORCED LANDING IN AN OPEN FIELD. POST ACCIDENT EXAMINATION REVEALED THAT WITH WINGS LEVEL NO FUEL COULD BE DRAINED FROM THE RIGHT INBOARD SUMP AND APPROXIMATELY TWO OUNCES FROM THE LEFT INBOARD SUMP.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. TERRAIN CONDITION - OPEN FIELD
6. LANDING GEAR - OVERLOAD

Pilot Information

Certificate:	Private	Age:	59
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	637 hours (Total, all aircraft), 290 hours (Total, this make and model), 435 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N732KR
Model/Series:	T210M T210M	Engines:	1 Reciprocating
Operator:	ROBERT J. SOLMER	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-R-1A
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:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	HILTON HEAD, NC	Destination:	PONTIAC, MI (PTK)

Airport Information

Airport:	PONTIAC (PTK)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): R W KOENES

Adopted 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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.