



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	RIESEL, TX	<b>Accident Number:</b>	FTW85FA171
<b>Date &amp; Time:</b>	04/01/1985, 1520 CST	<b>Registration:</b>	N6436N
<b>Aircraft:</b>	CESSNA T210N	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

THE ACFT ENG HAD JUST BEEN TOP OVERHAULED AND A STOL KIT WAS ADDED. THE MECHANIC REPORTEDLY TOLD THE PLT TO BE 'EASY' ON THE ENG AND FLY THE ACFT 45-60 MINS NEAR THE TRAFFIC PATTERN SO IT COULD BE CHECKED FOR OIL LEAKS. THE PLT REPORTEDLY IGNORED THESE INSTRUCTIONS, LEFT THE TRAFFIC PATTERN AND WAS SEEN PERFORMING ABRUPT CLIMBING AND DESCENDING MANEUVERS. A WITNESS REPORTED SEEING THE ACFT SEVERAL MILES FROM THE ARPT TRAILING THIN WHITE SMOKE SHORTLY BEFORE THE ENG STOPPED. THE ACFT THEN MADE A STEEP LEFT TURN AND 'LOST ALTITUDE QUICKLY' IMPACTING TREES. ON SCENE INVESTIGATION REVEALED THE LANDING GEAR AND FLAPS WERE IN THE FULL EXTENDED POSITION. A NEGLIGIBLE AMT OF OIL WAS IN THE ENG AND NO EVIDENCE OF AN OIL LEAK WAS FOUND. ENG TEARDOWN REVEALED EVIDENCE OF OIL STARVATION. TWO HOLES WERE FOUND WORN IN THE OIL PRESSURE LINE TO THE TURBOCHARGER, HOWEVER, BECAUSE THE INTERNAL TEFLON LINER WAS TRANSFORMED TO ASHES BY INTENSE POST CRASH FIRE IT COULD NOT BE DETERMINED IF THE HOLES WERE WORN THROUGH THE INTERNAL LINER.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (C) FLUID,OIL - INADEQUATE
  2. (C) FLUID,OIL - UNDETERMINED
  3. ENGINE ASSEMBLY - OVERTEMPERATURE
  4. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

5. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  6. (F) EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
  7. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

8. OBJECT - TREE(S)
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Occurrence #4: FIRE  
Phase of Operation: OTHER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/03/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6436N
<b>Model/Series:</b>	T210N T210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21063012
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	04/01/1985, Annual	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	1 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1606 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-R
<b>Registered Owner:</b>	WILSON FORMAN	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	WILSON FORMAN	<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:	ACT, 515 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1450 CST	Direction from Accident Site:	315°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 3° C
Precipitation and Obscuration:			
Departure Point:	ROBINSON, TX (70F)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1445 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	J. O JOHNSON	Report Date:	
Additional Participating Persons:	JOHN ROBERTSON; DALLAS, TX		
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](#).