



# National Transportation Safety Board Aviation Accident Data Summary

|                                |                             |                         |                    |
|--------------------------------|-----------------------------|-------------------------|--------------------|
| <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>Injuries:</b>        | 1 Fatal, 1 Serious |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - |                         |                    |

## 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

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

## Findings

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

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

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

## Pilot Information

|                           |                                       |                       |          |
|---------------------------|---------------------------------------|-----------------------|----------|
| Certificate:              | Commercial                            | Age:                  | 30       |
| Airplane Rating(s):       | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None                                  | Instructor Rating(s): | None     |
| Flight Time:              |                                       |                       |          |

## Aircraft and Owner/Operator Information

|                                |                             |                      |                 |
|--------------------------------|-----------------------------|----------------------|-----------------|
| Aircraft Make:                 | CESSNA                      | Registration:        | N6436N          |
| Model/Series:                  | T210N T210N                 | Engines:             | 1 Reciprocating |
| Operator:                      | WILSON FORMAN               | Engine Manufacturer: | CONTINENTAL     |
| Operating Certificate(s) Held: | None                        | Engine Model/Series: | TSIO-520-R      |
| Flight Conducted Under:        | Part 91: General Aviation - |                      |                 |

## Meteorological Information and Flight Plan

|                                  |                         |                              |                              |
|----------------------------------|-------------------------|------------------------------|------------------------------|
| Conditions at Accident Site:     | Visual Conditions       | Condition of Light:          | Day                          |
| Observation Facility, Elevation: | ACT, 515 ft msl         | Weather Information Source:  | Weather Observation Facility |
| Lowest Ceiling:                  | Overcast / 25000 ft agl | Wind Speed/Gusts, Direction: | 11 knots / , 320°            |
| Temperature:                     | 22° C                   | Visibility                   | 15 Miles                     |
| Precipitation and Obscuration:   |                         |                              |                              |
| Departure Point:                 | ROBINSON, TX (70F)      | Destination:                 |                              |

## 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      |
| Latitude, Longitude: |           |                     |           |

## Administrative Information

Investigator In Charge (IIC): J. O JOHNSON

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](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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