



National Transportation Safety Board Aviation Accident Data Summary

Location:	Jacksonville, OR	Accident Number:	WPR15LA032
Date & Time:	11/02/2014, 1456 PST	Registration:	N1593M
Aircraft:	CESSNA T210M	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during cruise flight, the engine began running roughly with smoke developing inside the cabin, followed by oil covering the windshield. The pilot stated that the engine continued to run and that his attempts to increase the power setting resulted in severe shaking and more smoke. The pilot initiated a forced landing in a nearby field. During the landing roll, the nosewheel landing gear dug into mud, and the airplane subsequently nosed over.

Postaccident examination of the engine revealed that the Nos. 5 and 6 connecting rods were liberated from the crankshaft. The No. 6 connecting rod was thermally discolored and fractured, which was likely caused by oil starvation to the No. 6 connecting rod journal and bearing. The No. 5 connecting rod was also fractured; however, the connecting rod and bearing did not exhibit thermal discoloration or distress; the fracture likely resulted due to damage sustained when the No. 6 connecting rod fractured. The Nos. 1 and 2 connecting rods also exhibited thermal discoloration and distress, which likely resulted from the engine's continued operation after the liberation of the No. 6 connecting rod.

Flight Events

Enroute-cruise - Loss of engine power (total)
Landing-landing roll - Collision with terr/obj (non-CFIT)
Landing-landing roll - Nose over/nose down

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power during cruise flight due to the failure of the No. 6 connecting rod, which resulted from oil starvation.

Findings

Aircraft-Aircraft power plant-Engine (reciprocating)-Recip engine power section-Failure - C
Aircraft-Fluids/misc hardware-Fluids-Oil-Fluid level - C
Environmental issues-Physical environment-Terrain-Wet/muddy-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	57
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	4300 hours (Total, all aircraft), 1300 hours (Total, this make and model), 4250 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N1593M
Model/Series:	T210M M	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	TSIO-520 SER
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KMFR, 1329 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	
Condition of Light:	Day	Wind Speed/Gusts, Direction:	4 knots, 330°
Temperature:	13°C / 3°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Grants Pass, OR	Destination:	Long Beach, CA

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Joshua Cawthra	Adopted Date:	11/05/2015
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90347		

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.

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