



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	La Verne, CA	<b>Accident Number:</b>	WPR16LA030
<b>Date &amp; Time:</b>	11/19/2015, 1335 PST	<b>Registration:</b>	N91HC
<b>Aircraft:</b>	CESSNA T210N	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Observation		

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## Analysis

The commercial pilot was performing an aerial survey flight and departed with the fuel tanks filled to maximum capacity. After performing the survey, he began his return to the destination airport with about 40 minutes of fuel on board. While en route, he determined the fuel quantity was lower than he expected and opted to divert to a nearby airport. Before landing, the pilot switched the fuel selector to the fullest fuel tank (left side), which showed about 6-7 gallons; the right side showed about 4-5 gallons. While on final approach, the engine suddenly experienced a total loss of power, and the pilot was unable to restart it. With the propeller windmilling, the pilot aligned the airplane with the closest runway and configured the airplane for best glide. As the airplane neared the ground, the left wing collided with a sign and the airplane impacted the ground. The airplane erupted in flames and was partially consumed by fire.

The left wing was separated from the airframe and mostly consumed by fire. The right wing was partially burned and remained loosely attached to the airframe. Wreckage retrieval personnel recovered about 2 1/4 gallons of fuel from the right wing and stated that there was water in the sample; however, foam had been used to extinguish the fire, and the source of the water could not be determined. Due to the severe damage to the fuel system, continuity of the system could not be established. The examination revealed no evidence of mechanical malfunction or failures of the airframe or engine that would have prevented normal operation. Fuel consumption calculations revealed that, if the airplane departed on the flight with full fuel tanks, then there should have been about 21 gallons of fuel on board at the time of the accident. Due to the damage and postimpact fire, which precluded thorough examination of the fuel system and determination of the amount of fuel on board, the reason for the loss of engine power could not be determined.

## Flight Events

Approach - Loss of engine power (total)  
Landing-landing roll - Off-field or emergency landing  
Post-impact - Fire/smoke (post-impact)

## Probable Cause

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

The total loss of engine power for reasons that could not be determined based on the available information.

## Findings

Environmental issues-Physical environment-Object/animal/substance-Sign/marker-Contributed to outcome

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 1500 hours (Total, all aircraft), 85 hours (Total, this make and model), 1450 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N91HC
<b>Model/Series:</b>	T210N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Aircraft Guaranty Corp	<b>Engine Manufacturer:</b>	Continental Motor
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-RCM
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Observation		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KPOC, 1011 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	27° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CAMARILLO, CA (CMA)	<b>Destination:</b>	La Verne, CA (POC)

## Airport Information

<b>Airport:</b>	BRACKETT FIELD (POC)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	26R	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3661 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	34.091667, -117.781667 (est)		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Zoe Keliher	<b>Adopted Date:</b>	03/19/2018
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92345">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92345</a>		

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