



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Pleasanton, TX	<b>Accident Number:</b>	CEN17LA039
<b>Date &amp; Time:</b>	11/12/2016, 1800 CST	<b>Registration:</b>	N44C
<b>Aircraft:</b>	CESSNA P210N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Sys/Comp malf/fail (non-power)	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On November 12, 2016, about 1800 central standard time, a Cessna P210N airplane, N44C, was substantially damaged during the forced landing to a road, one mile from the Pleasanton Municipal Airport (PEZ), Pleasanton, Texas. The commercial pilot sustained serious injuries and the passenger sustained minor injuries. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no Federal Aviation Administration (FAA) flight plan had been filed for the flight. The flight departed South Texas Regional Airport at Hondo (HDO) Hondo, Texas, about 1740, and was en route to Mustang Beach Airport (RAS) Port Aransas, Texas.

According to the pilot, he moved the engine throttle control in 1/8 inch and experienced a partial loss of power. The pilot turned the airplane towards PEZ and went through the emergency checklist during which additional power was lost. In a subsequent conversation, the pilot stated that the engine continued to run without hesitation or roughness; as if it was at idle power. When it was apparent that he was not going to make it to the airport he prepared for a forced landing on the airport road. During the forced landing, the airplane struck a car. There were no ground injuries.

According to the FAA inspector who responded to the accident, the fuselage and both wings were substantially damaged. A post accident examination of the airplane revealed that the hardware that attached the throttle valve lever to the throttle cable rod-end was not present. The hardware was not found at the accident site. The assembly hardware would include a washer, bolt, castellated nut, and cotter pin. No other anomalies were noted that would have precluded normal operations.

According to copies of maintenance records provided by the pilot, an annual inspection was completed on the engine and airframe on June 9, 2016. On September 26, 2016, an overhauled starter adapter was installed. During this maintenance, it would have been necessary for a mechanic to remove the throttle body and linkages to access the starter adapter. Investigators were not able to speak with the maintenance personnel who performed the maintenance.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	11/10/2015
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	08/07/2016
<b>Flight Time:</b>	1519.7 hours (Total, all aircraft), 326.8 hours (Total, this make and model), 1453.3 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 0.6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N44C
<b>Model/Series:</b>	P210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1979	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P21000311
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	06/09/2016, Annual	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>	7 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3135.5 Hours as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	C126 installed	<b>Engine Model/Series:</b>	TSIO-520 P
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	285 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	KPEZ	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1755 CST	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	22° C / 13° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hondo, TX (HDO)	Type of Flight Plan Filed:	None
Destination:	Port Aransas, TX (RAS)	Type of Clearance:	None
Departure Time:	1740 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	28.954167, -98.520000 (est)

## Administrative Information

Investigator In Charge (IIC):	Jennifer Rodi
Additional Participating Persons:	Carl Newton; Federal Aviation Administration; San Antonio, TX
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94382">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94382</a>