



National Transportation Safety Board Aviation Accident Final Report

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

Analysis

The commercial pilot reported that, about 20 minutes into the cross-country flight, the engine suddenly experienced a partial loss of power. The pilot attempted to restore engine power but was not successful. During the subsequent forced landing to a road, the airplane struck a car, resulting in substantial damage to the fuselage and both wings. Examination of the airplane revealed that the hardware that attached the throttle linkage to the engine was not present. Given that the airplane had flown for only a few hours following recent maintenance, it is likely that maintenance personnel did not properly secure the throttle linkage hardware during that maintenance. No other anomalies were noted that would have precluded normal operations.

Probable Cause and Findings

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

Maintenance personnel's improper installation of the throttle linkage attachment hardware, which resulted in a partial loss of engine power when the hardware separated in flight.

Findings

Aircraft	Power lever - Incorrect service/maintenance (Cause)
Personnel issues	Installation - Maintenance personnel (Cause)

Factual Information

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.

History of Flight

Enroute-cruise	Sys/Comp malf/fail (non-power) (Defining event) Loss of engine power (partial)
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	11/10/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	08/07/2016
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N44C
Model/Series:	P210N	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	P21000311
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	06/09/2016, Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3135.5 Hours as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed	Engine Model/Series:	TSIO-520 P
Registered Owner:	On file	Rated Power:	285 hp
Operator:	On file	Operating Certificate(s) Held:	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	Report Date:	07/20/2017
Additional Participating Persons:	Carl Newton; Federal Aviation Administration; San Antonio, TX		
Publish Date:	07/20/2017		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94382		

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