

Summary of FAA Inspector's Notes

Aircraft took off from Runway 17 at the Crete, Nebraska Airport, (CEK), and during takeoff, aircraft was witnessed to have black smoke coming from exhaust. Aircraft tried to return to airport and crashed into a corn field South of the of the runway.

The inspector completed an interview with the pilot at the hospital. The pilot had approximately 450 hours total time with 25+ hours in the Cessna 210. The pilot's aircraft time in last 90 days in Cessna 210 was 25 hours, along with an addition 20 + hours in a Piper Comanche. His total time in the last 90 days was approximately 45 – 50 hours.

The pilot stated that the aircraft started, and then engine died. He used low pressure boost pump and engine restarted and then seemed to run okay. The aircraft took off runway 17 after completing ground run. The mag check was good.

He took off to the south on runway 17 with flaps 10 and full power. He noticed a slight hick-up, but nothing really abnormal. Once airborne aircraft seemed to not be developing full power. At about 500' pilot turned Low Boost pump on and noticed no change. Max altitude was approximately 1,000'. He turned back to airfield but was low. He saw pivot in field so turned a bit more and put the aircraft down in the field gear up. Aircraft slid on its belly to the right (south) and came to a stop.

During the on-site examination of the airplane the FAA inspector thought the wastegate might be stuck. He checked it on-site and it didn't have any binding. It worked okay.