

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN21LA271

AIRFRAME AND ENGINE EXAMINATION

October 20, 2022

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A. ACCIDENT

Location: Buena Vista, CO
Date: June 14, 2021
Time: 0700 MDT
1400 UTC
Airplane: Cessna T210L, N30286

B. INVESTIGATIVE TEAM

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C. SUMMARY

On June 14, 2021, about 0700 mountain daylight time, a Cessna T210L, N30286, was substantially damaged when it was involved in an accident near Buena Vista, Colorado. The pilot and 1 passenger were not injured. The airplane was being operated as a Title 14 Code of Federal Regulations Part 91 flight.

The pilot reported that they were flying over the mountains and near their destination airport when the airplane's engine lost power. All the temperatures and the fuel flow dropped immediately. Up to that point, the engine had operated flawlessly.

The pilot reported that the power loss felt like if someone had retarded the throttle, so he instantly pushed the throttle in and turned the auxiliary fuel pump on to the "high" position. It had no effect, so the pilot tried to restart the engine. It would not restart. The pilot located a flat, treeless area to put down in and configured the airplane for landing. On impact in a meadow, the landing gear sheared off and the airplane came to a stop upright. The airplane sustained substantial damage to the forward fuselage, firewall, and left outboard wing.



Figure 1: Accident Site

D. DETAILS OF THE EXAMINATION

The airplane was recovered to Beegles Aircraft Services, Greeley, Colorado, where a subsequent examination was performed.

Airplane control continuity was confirmed.

An examination of the airplane's engine showed continuity throughout. All engine control cables remained connected between the cockpit and the engine. The engine driven fuel pump was removed for further examination.

The pump was disassembled. One of the pumps two carbon vanes was fractured in half. No debris was observed in the pump housing. On consultation with the engine manufacturer, operation with the severed vane would likely cause fuel cavitation, which would result in a drop in pump outlet pressure. This would likely

cause a gradual decrease in engine rpm. Partial pressure should be restored by selecting the Low position on the fuel pump switch. This would allow the engine to continue to run normally. Actuation of the pump in the High position would flood the engine making a restart more difficult. It would necessitate clearing the flooded engine and using hot start procedures.



Figure 2. Engine Driven Fuel Pump, Vanes (Yellow Arrows) Installed



Figure 3. Vanes Removed. Fractured and Intact Vanes Observed.

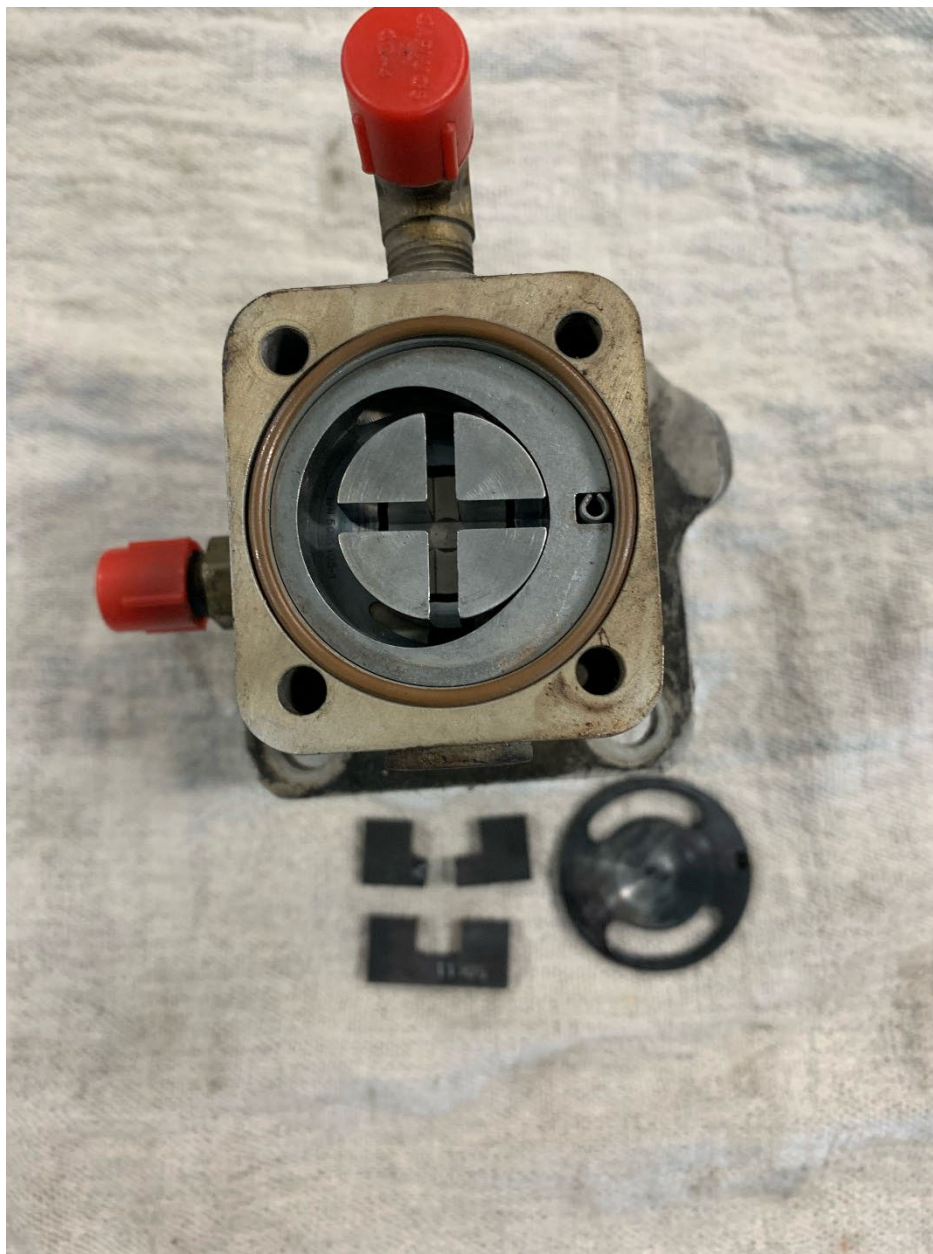


Figure 4. Disassembled Engine Driven Fuel Pump.

Submitted by:

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Investigator-in-Charge