

NATIONAL TRANSPORTATIONS SAFETY BOARD
Office of Aviation Safety
Washington, DC 20594

SUMMARY OF AIRPLANE EXAMINATION

-- CEN22LA018 --

A. ACCIDENT

Aircraft: Cessna 210, N1235U

B. PARTICIPANTS

Craig Hatch
Aerospace Engineer
National Transportation Safety Board
Denver, Colorado

Jimmy Staggs
FAA Aviation Safety Inspector
North Texas FSDO
Irving, Texas

C. ACCIDENT SUMMARY

See factual report

D. DETAILS OF ENGINE EXAMINATION

A post-recovery engine examination was conducted at Air Salvage of Dallas, Lancaster, Texas, on December 1, 2021.

E. SUMMARY OF ENGINE EXAMINATION

Airframe – Cessna 210

Engine – Teledyne Continental Motors IO-520-L

Propeller – 3 Bladed,

- The engine mounts were broken and there was heavy damage to the airplane. An engine test run was not able to be performed.
- The fuselage (with engine) was placed on stands; the wings which had been moved for transport, was aside the fuselage.
- The 3-bladed propeller remained attached to the engine crankshaft flange, the blades were absent indications of engine power.
- A visual inspection of the engine did not reveal a reason for a loss of engine power
- The engine driven fuel pump was removed; the pump turned freely, and the drive shaft was intact.
 - The pump was disassemble, gasket appeared hard, but otherwise the pump was clear of any debris or contaminates.

Summary of Engine Examination

- The top set of sparkplugs were removed; normal wear and combustion deposits on the electrodes were noted.
- The P-leads were disconnected from each of the magnetos. The magnetos were turned, and spark was observed on the top set of sparkplugs.
- Thumb compression and suction test on each cylinder was performed. Continuity thru the valve train and accessory drive was confirmed.
- The fuel strainer was opened: a milky-white substance was noted.
- Fuel was drained from the left header tank; only a residual amount of fuel was drained from the right header tank: The fuel was observed to be light blue in color and free of contaminants.
- Both left and right wing fuel tanks were opened. The tanks were dry and appeared free of contaminants.
- Shop air was blown in the fuel lines at the wing roots (left and right sides), fuel/air was observed at the engine.
- The fuel screen on the engine's throttle body was clear of any debris/contaminates.
- No preimpact anomalies were noted during the airplane examination.
- A JPI engine monitor was removed from the airplane for potential download at a later time.



Figure 1: Accident airplane on stands

Summary of Engine Examination



Figure 2: Inside wing fuel tank



Figure 3: Unidentified contaminates in gascolator

----- *end of summary* -----

Established in 1959

Aircraft Accessories

Customer: NTSB

Phone: () -

Serial Number: B13EA119R

Ref Number: _____

Cost of Repair: \$ _____ Overhaul Cost: \$ _____ Exchange Cost: \$ _____

Phone:

E-Mail: