

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 20, 2021

Engine Data Monitor

Factual Report
By Joshua Lindberg

1. EVENT SUMMARY

Location: Dallas, Texas
Date: October 20, 2021
Aircraft: Cessna 210N
Registration: N1235U
Operator: Private
NTSB Number: CEN22LA018

2. DETAILS OF INVESTIGATION

Preliminary report information:

On October 20, 2021, about 1615 central daylight time, a Cessna 210N airplane, N1235U, sustained substantial damage when it was involved in an accident near Dallas, Texas. The airline transport pilot sustained no injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 business flight.

The pilot reported that during the takeoff, he felt and heard a fluctuation in the engine power. He observed the fluctuation on the fuel flow monitor showing about 148 pounds per hour and then showing only “dashes” on the monitor. The pilot decided to abort the takeoff, he initiated a descent, and then felt full power return to the engine. He concluded that the engine power fluctuation had only been for a few seconds, and he did not notice a fluctuation on the cylinder head temperature monitor.

During the landing, the nose wheel impacted the runway first, and the tire was blown. The airplane rolled off the runway, impacted a shallow ditch, and came to rest inverted on a grass field. The pilot performed an emergency shutdown and was able to egress from the airplane without further incident.

The following device was retrieved from the airplane and downloaded:

Device Manufacturer/Model: J.P. Instruments, Inc. EDM 711
Serial Number: 34268

2.1. Data Recovery

The device was undamaged from the accident and sent to the specialist for download. The device was downloaded normally using the manufacturer's software. Figure 1 and 2 show the front of the device and the data tag.

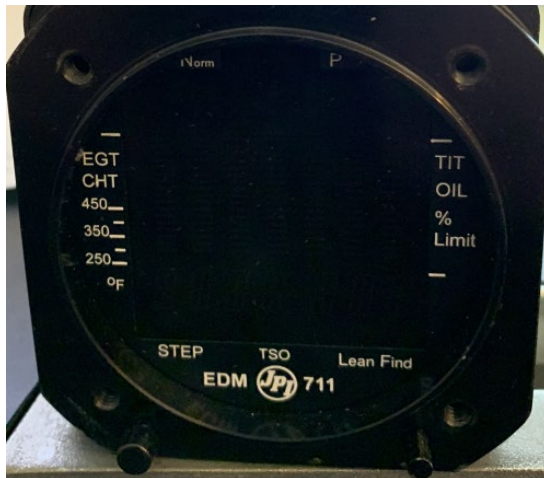


Figure 1 – Front of the device

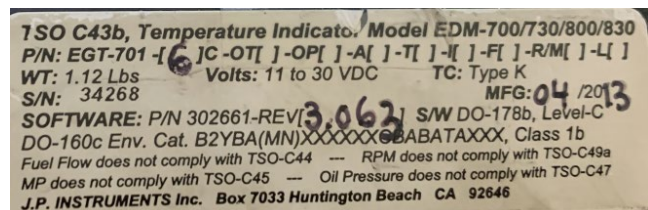


Figure 2 – Data tag

2.2. Data Description

The device was powered on and the internal time was compared to the current time during download for accurate time comparison. The unit was about 6 hours and 9 minutes ahead of central daylight time.

The data extracted included 34 sessions from July 4, 2021, through October 20, 2021. There were two sessions on October 20, 2021, the last of which included the accident flight and was 0.17 hours in length.

2.3. Tabular Data

The accident flight tabular data are included as Attachment 1 in electronic comma-delimited (.CSV) format. The tabular data displays the uncorrected time.