

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN25LA225

EXAMINATION SUMMARY

August 27, 2025

TABLE OF CONTENTS

A. ACCIDENT	3
B. EXAMINATION SUMMARY	3
C. SUMMARY	3
D. DETAILS OF THE EXAMINATION.....	4
1.0 AIRFRAME EXAMINATION.....	4
2.0 ENGINE EXAMINATION	4

A. ACCIDENT

Location: Temple, Texas
Date: June 26, 2025
Time: 1130 central daylight time
Airplane: Tecnam P2010, N258CM

B. EXAMINATION SUMMARY

IIC	Brian Rutt NTSB Aurora, Colorado
Group Member	David Harsanyi Lycoming Engines Inc. Williamsport, Pennsylvania

C. SUMMARY

On June 26, 2025, about 1130 central daylight time, a Tecnam P2010 airplane, N258CM, was substantially damaged when it was involved in an accident near Temple, Texas. The flight instructor and student pilot were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 instructional flight.

The flight instructor reported that he had completed a preflight inspection, engine run-up, and two touch-and-go landings with no anomalies noted. During the third traffic pattern, while on the downwind leg, the flight instructor switched the fuel selector from the left tank to the right tank. He then verified that the electric fuel pump was on, and the engine instruments were indicating normal. While configured for landing on final approach, the flight instructor noticed an uncommanded change in manifold pressure. He took over the flight controls from the student pilot and moved the throttle lever full forward with no change to the manifold pressure. The flight instructor reported that there were no associated warning or caution crew alerting system (CAS) messages. The flight instructor switched the fuel selector to the left tank in an attempt to restore engine power, however, there was no change. Unable to make the runway, the flight instructor executed a forced landing into a wooded area near the airport perimeter. During the forced landing, the airplane sustained substantial damage to both wings, the fuselage, and the horizontal stabilator.

D. DETAILS OF THE EXAMINATION

1.0 Airframe Examination

The airplane was presented for examination in a hangar at Draughon-Miller Central Texas Regional Airport (TPL), Temple, Texas. The aircraft was resting on the remains of a broken nose gear strut in a nose low position with damage observed to the right-wing leading edge, wing root, wing tip. The left-wing tip was also observed to have some impact damage. The engine was cowled, and no fluids were noted leaving from the forward fuselage.

2.0 Engine Examination

The engine remained attached to the fuselage. Two of the 3 wooden propeller blades were broken near the hub. The upper and lower cowls were removed. Upon removal of the cowl, no major impact damage was noted to the engine or its components. All controls moved freely and through their full range of motion with no noted issues. The intake was checked, and the air filter and servo throat were found free and clear of any debris. The exhaust pipe was crushed closed from impact forces and had to be opened manually for viewing. The outboard 4 in. of tailpipe were cut off to observe the exhaust system. A blockage was observed at the top of the exhaust pipe where the pipe and muffler shroud intersect. A round metallic disk was found blocking the exhaust pipe and created a 95% blockage to the pipe (Figure 1). To accommodate an engine run, fuel was plumbed into the engine from the right-wing root fuel line and the propeller blades were cut to a uniform length near the hub. With the exhaust blockage present, the engine started without hesitation. The engine ran rough, and rpm would fluctuate. The engine was run for about 3 minutes at various rpm and both left and right tanks.

The exhaust pipe was cut and the blockage was removed (Figure 2). A second engine run was performed. The engine started and ran at various rpm and ran smoother than the first test run. The fuel selector was switched from left to right with no anomalies noted. Further examination of the muffler revealed that much of the flame tube was not present. The edges of the remaining flame tube had mushroom deformation. The removed disc had similar mushroom deformation.



Figure 1. Blocked exhaust as found



Figure 2. Obstruction removed from exhaust pipe.

Submitted by:

Brian Rutt
Air Safety Investigator