



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

February 18, 2021

EXAMINATION SUMMARY

ERA21LA085

A. ACCIDENT

Location: Midway, Georgia
Date: December 20, 2020
Time: 2011 EST
Airplane: Cessna 210L, N2246S

B. INVESTIGATION PARTICIPANTS

Ralph E. Hicks - IIC
Eastern Region Aviation (ERA)
National Transportation Safety Board
Marietta, Georgia 30068

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Air Safety Investigator
Textron Aviation
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C. SUMMARY

On December 20, 2020, about 2011 eastern standard time, a Cessna 210L, N2246S, was substantially damaged when it was involved in an accident near Midway, Georgia. The private pilot was fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

1.0 Airframe

- Aileron control cables – Left, both attached at bellcrank, separations in tensile overload approximately halfway down the wing. Right, balance cable attached, bellcrank fractured on direct cable side – that cable was not observed. In cabin overhead – cables exhibited cuts by recovery personnel or tensile overload signatures. Cables connected to both yokes, moved appropriately through door frames – ends in tensile overload.
- Flaps – cables observed with ends in tensile overload or cuts by recovery personnel. Continuity not obtained. Flap actuator was not observed in the recovered wreckage. Flap handle was in the 20° position.
- Rudder, elevator & elevator trim tab continuity obtained from control surface to aft area of baggage compartment. Impact damage to belly and cockpit area prevented further continuity check. Appeared that one elevator counterweight was recovered, not attached to either elevator. Elevator trim tab indicator was a little nose down, just above the takeoff setting.
- Right elevator – Majority of elevator was recovered except the outboard 8". Fracture surface in photos, likely came off with counterweight.
- Fuel selector handle not in a position, valve removed and found to be in the left tank position. Moved like a 45-year-old valve would, not too much force required but scraped a little as it moved through. All detents felt and held as designed. Substantial amount of fuel drained on the floor when the selector valve was removed. Photo included between two photos of the selector valve.
- Landing gear selector in the Up position, gear was retracted.
- Engine & propeller control positions - Throttle at idle; propeller full forward; mixture approximately 1.5" from full rich.
- Attitude indicator, CDI & turn coordinator separated with panel mount and fell back behind instrument panel. Attitude indicator opened up, gyro had no visible rotational scoring.

2.0 Engine

- Tach time 5193.3.
- Impact damage prevented turning of the crankshaft. Visual continuity of crankshaft & camshaft with no obvious separations or fractures made by removing oil pan. All lifters looked normal.
- Spark plugs, top – normal to worn.
- Fuel at pump outlet, inlet to throttle body fuel control unit, at distribution manifold, screen clean.

- Both mags sparked strongly at all leads, leads were not cut to verify integrity of the lead/electrode.
- Throttle near idle.
- Mixture near full rich.
- Fuel pump drive shaft intact, fuel in pump when turned.
- Vacuum pump - right drive shaft sheared, left drive shaft intact. Vanes intact on both when viewed through inspection port. Wear within limits.
- Oil filter not cut open (impact damage & no tool available), no debris noted in oil pan.

3.0 Propeller

- Blade 1 – curled aft & twisted at tip, tip separated & not observed.
- Blade 2 – bent aft 90° at tip.
- Blade 3 – bent forward at tip, leading edge and trailing edge tear at tip.