



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 2, 2021

EXAMINATION SUMMARY

ERA22LA071

A. ACCIDENT

Location: Brent, Alabama
Date: November 21, 2021
Time: 0826 EST
Airplane: Cessna 210K, N5779J

B. INVESTIGATION PARTICIPANTS

Lynn Spencer - IIC
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C. SUMMARY

On November 21, 2021, about 0826 central standard time, a Cessna 210K airplane, N5779J, was substantially damaged when it was involved in an accident near Brent, Alabama. The pilot

sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

During cruise flight about 18 minutes after takeoff from Tuscaloosa Regional Airport (TCL), Tuscaloosa, Alabama, the airplane's flight system monitor annunciated "check oil pressure, check oil pressure." The pilot checked his instruments and noted that the oil pressure indicated 0 psi. The airplane also experienced a loss of engine power. The pilot declared an emergency, established best glide speed, and navigated toward the closest airport. The airplane was unable to reach the airport, and the pilot selected a road for a forced landing. During the landing, the airplane's right wing collided with several road signs and then the airplane veered right and impacted a ditch and several trees.

The examination took place at the owner's hangar in Baker, Florida, on December 2, 2021.

1.0 Airframe

- The wings were removed during recovery.
- Both wings sustained substantial damage.
- Wing leading edge damage consistent with multiple impacts with road signs/trees.
- The tail cone exhibited compression wrinkling forward of the vertical stabilizer.
- Significant oil observed around the F&M oil adapter fiber gasket seal, in the engine compartment and on the underside of airplane's fuselage.
- Flap level: full flaps
- Landing Gear Lever: Gear Down
- Fuel Selector handle selected to left tank



Figure 1- View of recovered airplane from front



Figure 2 - View of recovered airplane from left



Figure 3- Leading edge damage of left wing (stored above right wing in hangar)



Figure 4- Partial view of leading edge of right wing (under trailing edge of left wing)



Figure 5- Oil on underside of fuselage

2.0 Engine

- Tach time 926.3.

- Hobbs time 930.0
- Oil was observed beneath the F&M oil adapter fiber gasket seal, which was protruding from the oil filter adapter assembly.
- The F&M oil filter adapter torque was checked using a digital torque wrench. The tightening torque was measured at 38.5 ft-lbs. The loosening torque (breakaway torque) was measured at 34.0 ft-lbs.
- The Stratus Tools Technologies mandatory service bulletin SB-001 was referenced; the oil adapter transfer cylinder was to be installed at 65 ft-lbs.
- The oil filter adapter was removed, and the fiber gasket was found torn. A crescent mark was visible in the compressed fiber gasket material which confirmed the gasket had shifted off center and was protruding from the assembly.
- Review of the maintenance logs revealed that the oil filter had been replaced on November 3, 2021, during an annual inspection.

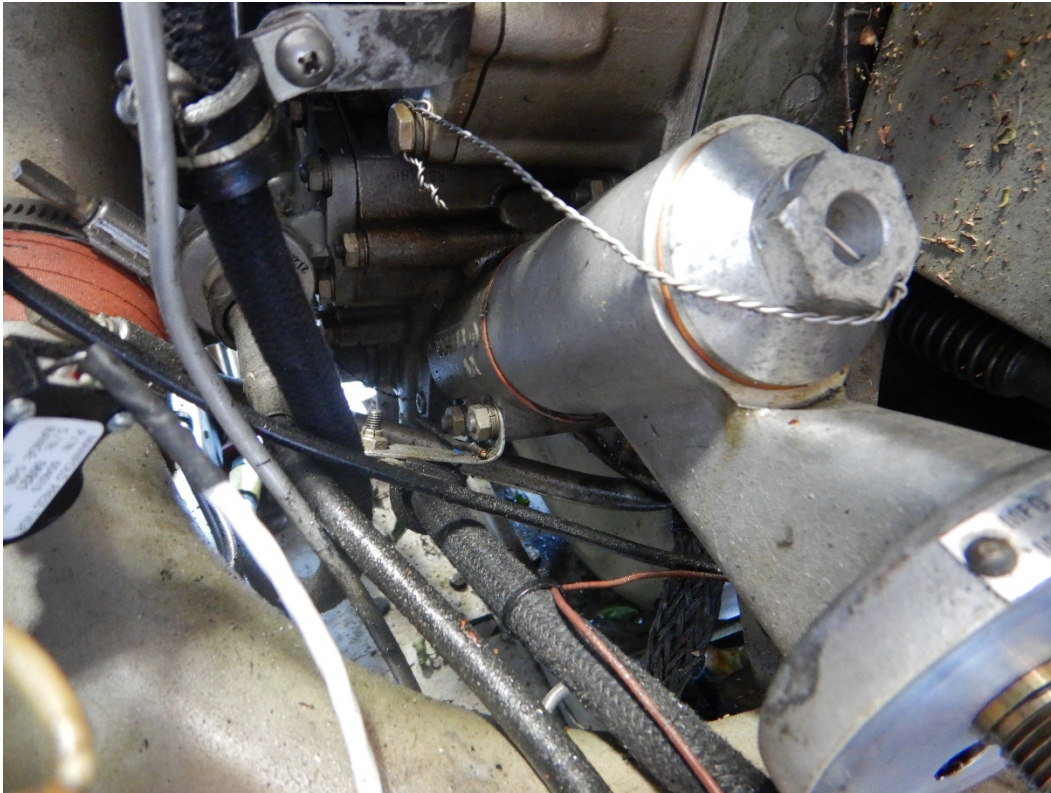


Figure 6 - View of oil filter adapter



Figure 7 – Close-up view of lower (fiber) gasket on oil filter adapter



Figure 8 - Close-up view of torn fiber gasket



Figure 9 - View of fiber and copper gaskets