

1 A written statement of the occurrence from the moment you boarded the aircraft until the moment of the accident.

N761SZ Incident Dialogue 12/11/16 David E. Wedmore – Pilot sole occupant [REDACTED]
[REDACTED]

Pre-flight

Obtained Foreflight briefings starting 12/9/16 for anticipated route of flight. Direct KTRM no winds 3:45 650 nm 55 g fuel required. Monitored changing weather for mountain obscuration, winds aloft and Airmets for Zulu, Sierra, Tango. Revised projected route to stay clear of mountains to overfly KCOS, KALS, KSKX, KTRM. New distance 747 nm, 4hr12m 62.6 gallons. Contacted Flight service prior to flight at roughly 13:00 for updated airmets, weather and conditions. Didn't file VFR flight plan as exact route of flight uncertain for turn to west. Received airmets for turbulence, icing, and mountain obscuration.

Pre-flighted 761SZ at hanger and called for fuel top-off. Denver Jet Center filled 100 LL to rim. Rechecked bleed valves and confirmed full fuel.

Taxied to Charlie 1 at runway 10 for south departure. Completed POH run ups and checks in about 3 minutes. Contacted ground for south departure VFR and cleared to runway 10 and tower. Tower cleared for takeoff runway 10 and south departure.

Flight Log Takeoff runway 10 full power, 10 degree flaps, full props and mixtures. Climb out at 5-600 fpm trimming for climb, gear up, flaps up, manifold to 26", RPM 2460. Climbed direct KCOS. Leaned to 85-90 pph, CHT 1,450- 1,520. Contacted COS approach for flight following at and above 10,500 to clear class C airspace. Clearing COS transferred to Denver Center and reminded to maintain appropriate VFR altitude. Due to turbulence and mountain obscuration could not turn west so descended to 9,500 at heading 175.

Cleared KPUB then switch to ABQ center. Still no ability to turn west. Modified flight following to KSKX then KSAF to stay clear of mountains and clouds. Near KLAS cloud cover to the north was able to turn west. Evaluated fuel stop at KSAF but recalculated fuel flow and head winds (about 3 knots 8,500 and 6 knots at 10,500). Descended to 8,500 through ABQ approach (monitoring landing runway and departures) airspace then diverted slightly south to avoid Mt Taylor. Stayed slightly south to avoid Gallup TFR.

Continued with fuel flows between 12-15 GPM from fuel meter accumulator and 80-90 ppm and leaned to < 1,500 CHT. Fuel gages showed half and accumulator about 55 gallons remaining passing KSAF.

Continued with ABQ center past Phoenix. Ascended to 10,500 for higher clearance over Mount Union area. Switched to SoCal Center and remained with them through Desert Center. Switched tanks to right tank that showed about a quarter fuel and left at just under ¼ fuel. Descended to 8,500 for initial descent in KTRM. Monitored Sirrus weather where winds were 014 at 6, headwind 3. Planned runway 17 landing from CONES intersection at 6,500 to avoid terrain and allow visibility. Negative awos. At roughly 35 km received awos but winds now 330 at 5-6 sky clear. Modified approach to RNAV 35 to initial approach fix at SHADI 6,500 but decided too far out and advanced to Rodge for straight in 35. SoCal called with 2 nd request airport in sight and I did have airport a 1-2 o'clock 15 miles.

Contacted my dad via text that I would be in about 6:15 to Desert Jet Center.

Switched to advisory 123.0 for long right base for 35 Cochran – no response. 1 st Set of flaps at 140 knots, manifold back to 15". Held off on gear. Checked tanks meter with both at just below ¼ and accumulator showing 22 gallons remaining.

Switched tank to left and motor failed.

Returned switch to right. Full Throttle, mixture, props, and pumps on. Cranked but no fire. Flaps up and trimmed yoke back to 80 knots. Lights on saw terrain and avoided hill side to right. Flew between peaks down valley but no real terrain recognition. Impacted and turned off master, avionics, pumps, not sure if I moved fuel selector.

Exited out pilot door to clear aircraft.

Post Flight Stood outside aircraft for 5-10 minutes. ELT on solid otherwise all off. Came to rest on slope with engine facing down and plateau about 30 yards up behind aircraft.

Emptied luggage and flight bag. Portable radio dead but Stratus and Foreflight on Ipad working. Couldn't find phone that I had been charging so used apple watch to make phone noise.

Found phone in engine compartment and called Dad to let him know I had crashed.

He put Malcom from Jet Center on line to get status.

Got GPS coordinates from Foreflight and relayed to Malcom at Desert Flight Center and Sheriff by this time.

Area inaccessible to vehicle traffic so Sheriff dispatched helicopter that came about 11:30 pm.

They ferried me to ambulance at Box Canyon Road for 40 minute ride to Desert Regional Medical center. Medical admittance available. Extremities minor scratches. Facial bone fractures with on-going plastic surgery.

Recent Flight training Two sessions of Instrument night approach full motion simulator to KTRM 12/6 & 12/8
Two flights in 761SZ of local airwork 11/2 & 12/6

2 Copies of the Certificate of airworthiness, registration and last annual inspection (pictures or pdf format is ok)

761SZ Occurrence Form.PDF - Adobe Acrobat Reader DC

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1 / 4 120%

2. AIRCRAFT

Year	1978	Make	Cessna	Model	T210M	Reg. #	N761SZ
Tach Reading	3,995.00	Hobbs Reading	1,286.0	AFTT	3,995.00	Time Since Last Insp.	17.00
Date of Last Insp.	11-12-2016	Type of Inspection	100-hour	Engine Make	Continental	Model	TSIO-520-R
Serial #('s)	62493	Eng. Total Time	1,275.0	Eng. Time Since Overhaul	1,275.0	Engine TBO Limit	1,600
Date of Last Insp.	11-12-2016	Type of Inspection	100-hour	Registered Owner	RL Equipment and Services, LLC	Contact	John Conley
Street Address:		Office Phone #		Cell Phone #		City	Cripple Creek
State	CO	Zip Code	80132	Email			

PLEASE DESCRIBE THE DAMAGE TO THE AIRCRAFT

Significant front end damage from impact with terrain, including windscreen, propeller, engine, firewall, nose gear. Possible belly damage. Possible passenger compartment damage.

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3:43 PM 12/20/2016

- 3 Total airframe time
- 4 Total cycles if applicable
- 5 Log book entries of any problems with the engine or issues that may cause the engine to stop working, or any other issues you may suspect.

PILOT INFORMATION

Please answer: yes or no, if yes; please enter the date you attended:

- A. Did you attend safety seminar or clinic within past 2 years? No
- B. Did you participate in wings program within past 2 years? Yes
- C. Did you attend any air carrier initial training within past 2 years? No
- D. Did you attend any air carrier recurrent training within past 2 years? No
- E. Did you attend any air carrier requalification training within past 2 years? No
- F. Did you attend any transition training within past 2 years? Yes, CE500 Turbine transition 12/15/2015
- G. Did you attend any simulator training within past 2 years? Yes, see log book for full motion simulator
- H. Did you attend any Commercial/Third party training within past 2 years? Yes, King schools, and Blue Sky aviation – Stewart FL
- I. Did you attend any other training within past 2 years - Yes – Aspen flying club IPC, Sircus SR22 transition, Cessna 210
- J. How many Hours does In Cessna 210? 46
- K. How many hours (in the 210) In Last 90 days? 3
- L. How many hours In the Last Year total (in the 182)?
- M. Total Flight Hours (all aircraft)? 922



**Federal Aviation
Administration**

Alfonso Ontiveros
(Ponch)
Aviation Safety Inspector

Riverside Flight Standards
District Office
6961 Flight Road
Riverside, CA 92504

