



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

May 25, 2021

AIRFRAME EXAMINATION SUMMARY

WPR20LA258

This document contains 13 embedded photos.

A. ACCIDENT

Location: Hanna, Utah
Date: August 7, 2020
Aircraft: N761RG; Cessna T210M

Preliminary Report:

On August 7, 2020 about 1145 mountain daylight time, a Cessna T210M airplane, N761RG, was substantially damaged when it was involved in an accident near Hanna, Utah. The private pilot and one passenger had serious injuries and 4 other passengers had minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations Part 91* personal flight.

The pilot reported that the airplane had a loss of power during a turn over mountainous terrain. The pilot decided to fly down canyon as the propeller continued to windmill. He initiated a forced landing in an open field where the airplane experienced a hard landing. The open field is on the banks of Moon Lake at an elevation of 8,100 ft mean sea level (msl). The airplane's forward fuselage and cabin area were crushed upwards and the engine was partially separated from the airplane. Both wings were buckled near the tips.

Preliminary flight track data shows the airplane as it departed Roosevelt Municipal Airport (74V), Roosevelt, UT, and climbed northwest over mountainous terrain. The track turns to the west and continues to climb to an altitude of 12,927 ft msl. The track then decreases in altitude as it turns southwest approaching a large canyon. Shortly after the flight track data stops at 11,575 ft msl. At this point the accident site is south downcanyon, at about 7-1/2 miles.

The wreckage was recovered to a secure location for further examination.

B. PARTICIPANTS

Andrew Swick	Ricardo Asensio
Aviation Accident Investigator-IIC	Senior Air Safety Investigator
National Transportation Safety Board	Textron Aviation
Phoenix, Arizona	Wichita, Kansas

C. SUMMARY

Examination of the wreckage was conducted on May 25, 2021, at a hangar, at the Vernal Regional Airport (VEL), Vernal, Utah. The postaccident examination of the airframe revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

DETAILS OF THE INVESTIGATION

1.0 Fuselage Examination

The wings, stabilizers, elevators, and rudder were removed during the recovery process. The main wreckage had impact damage to the firewall and forward fuselage. Bucking of the fuselage was found throughout and the forward cabin floor was crushed upwards.



Figure 1-Main wreckage, view of the left side.



Figure 2-Main wreckage, view of the right rear side.



Figure 3-Main wreckage, view of the right side.



Figure 4-Separated wings, stabilizers, elevators, and rudder.

The landing gear was separated from the main wreckage. The landing gear selector and actuators were found in the extended position.

The engine was removed from the wreckage and was not available during the examination. The engine was shipped to Air Transport in Phoenix, Arizona, for further examination. The firewall revealed multiple cut lines and cables during the recovery process and multiple lines and cables from impact damage. Cabin control continuity was established through the throttle, mixture, and propeller cables.

The propeller blades were loose in the hub and the spinner had impact damage. The blades surfaces had scuffing of their cambered side and leading-edge gouging.



Figure 5-Propeller assembly.



Figure 6-Forward engine cowling.

The wings were displayed on the ground and revealed buckling near the outboard areas. The wing tank caps remained intact and undamaged. Flight control cable continuity was established throughout the wings and fuselage.

Note: Multiple attempts to contact the recovery personnel to determine the fuel tank amounts during recovery were unsuccessful. The recovery personnel onsite were identified as employees for the pilot's family.



Figure 7-Left wing.



Figure 8-Right wing.



Figure 9-Wing tank fuel cap.

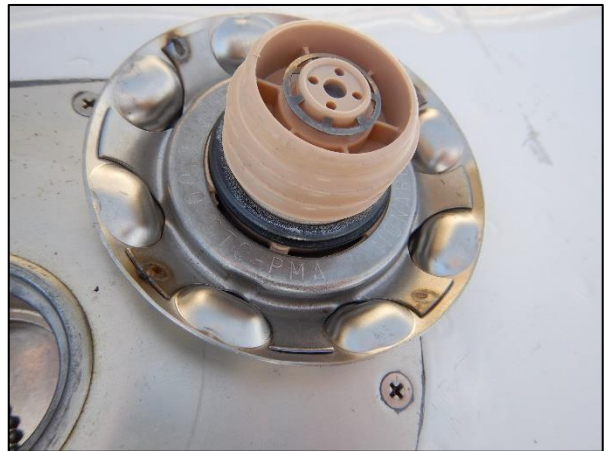


Figure 10-Wing tank fuel cap.

The fuel strainer was removed from the firewall area and disassembled. A large amount of blue colored fuel was found in the strainer bowl. The strainer had a light amount of debris and the bowl was clear of contaminants.



Figure 11-Fuel strainer.



Figure 12-Fuel strainer screen.

The electric boost pump was removed from the damaged forward fuselage. The pump was connected to a battery and operated normally.



Figure 13-Electric boost pump.

Submitted by: Andrew Swick