

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR23LA177

AIRFRAME AND ENGINE EXAMINATION

July 10, 2024

A. ACCIDENT

Location: Pasco, Washington
Date: May 3, 2023
Time: 1835 Pacific daylight time
Airplane: Cessna 210M, N777CF

B. AIRFRAME AND ENGINE EXAMINATION

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C. SUMMARY

Examination of the recovered wreckage was conducted at a private hangar on July 10, 2024, at a private hangar in Pasco, Washington.

D. DETAILS OF THE INVESTIGATION

1.0 Engine and Airframe Examination

Examination of the recovered airframe and engine revealed that the no. 1 cylinder top spark plug had been removed previously, as the ignition harness was detached and the spark plug was loose. All accessories remained attached to the engine with the exception of the left and right magnetos. Additionally, the ignition switch was also removed from the instrument panel.

Both the left and right magnetos were reinstalled and timed to 22° BTDC per the engine specification. The ignition switch was reinstalled.

The airplane was moved outside to facilitate a test run. The engine was primed utilizing the airframe boost pump prior to start. Multiple attempts to start the engine resulted in the engine running briefly for about 2 to 3 seconds before losing power. Fuel began to puddle under the aft area of the engine.

The airplane was moved back into the hangar, and all six fuel injector lines were disconnected from the injector nozzles. Cups were placed under each injector nozzle, and the airframe fuel pump was turned on. Some fuel was observed expelling from each injector line. Fuel was observed leaking from the fuel servo outlet line on the fuel servo side. The line was moved by hand and became instantly disconnected from the fuel servo fitting. No additional anomalies were noted with the examination of the airframe or engine.



Figure 1: Fuel leaking from the fuel servo outlet line.



Figure 2: The fuel servo outlet line pulled away from the fuel servo.

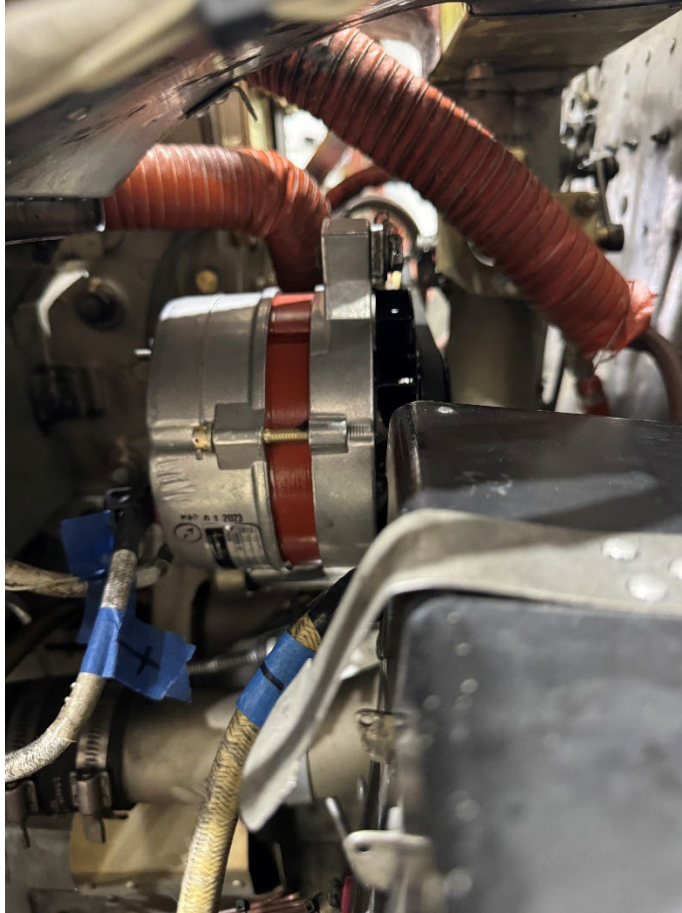


Figure 3: View of the area of the alternator and battery box, with the fuel servo outlet fuel line in view.

The airframe had an Electronics International MVP-50 engine monitor unit. The previous 100-flights were downloaded using a USB thumb drive.

Submitted by:

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