

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA037

ACCIDENT SITE SUMMARY

Factual Report

November 16, 2023

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A. ACCIDENT

Location: La Jolla, CA
Date: 11/15/2023
Time: 2120 PST
0520 UTC
Airplane: N1400, Cessna P210N

B. ACCIDENT SITE SUMMARY PARTICIPANTS

NTSB-IIC	Albert Nixon NTSB, AS-WPR Phoenix, Arizona
NTSB Air Safety Investigator	Paul Basti NTSB, AS-WPR Seattle, Washington
FAA Inspector	Roger Messick FAA FSDO San Diego, California
FAA Inspector	Oded Moore FAA FSDO San Diego, California

C. SUMMARY

Examination of the airplane wreckage was conducted on November 16, 2023, at the accident site about 3 miles northwest of the Montgomery-Gibbs Executive Airport, (MYF) San Diego, California. No evidence of preimpact mechanical failures or malfunctions that would have precluded normal operation were noted.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site Examination

Examination of the accident site revealed that the airplane impacted terrain, on the side of the hill about 40 ft from the hilltop. A road was at the base of the hill, and the private homes were located on the top of the hill. The terrain slope was about 70° was populated with tall trees (75-100 ft tall) and vegetation. The ground disturbance just about a foot forward of the front of the airplane was the initial impact point.



Figure 1: Airplane as viewed from the left rear.



Figure 2: Airplane as viewed from the left side.

The wreckage site was located at an elevation of about 370 ft. All major components of the airplane were contained within the main wreckage site. There was no crash fire. The airplane came to rest on a heading of about 273° magnetic.

2.0 Airframe Site Examination

The landing gear configuration appeared to be extended. All the landing gear wheels were separated from the fuselage and located next to the main wreckage.

Control continuity was established for the rudder. The elevator control cables continuity were noted to be jammed under the fuselage. Control continuity was established for the ailerons to the cockpit controls.

The flap position appeared to be in the partial flap position.

Both wings remained attached to their attachment points. Both fuel caps were noted in their respective filler ports and could be rotated by hand. Both fuel cap seals were intact, and the seals were in good condition. A slight amount of fuel was drained from the left tank (about 1 oz). No fuel was drained from the right tank. The tanks appeared to be intact. No fuel odor was present and no fuel leaks or staining underneath the wings were observed.

The ailerons and flaps were attached to each wing. The wings sustained some leading-edge damage. The left horizontal stabilizer had a puncture hole on the bottom about mid span.

The nose and cabin area had sustained damage to the bottom portion.

The following instruments were observed in the cabin. The fuel selector was positioned to the right tank. The flaps were selected to partial flaps. The engine controls were all full forward. All switches were in the OFF position.

3.0 Exterior Engine Site Examination

The engine was separated and only the engine control cables remained attached. Engine control continuity was established with the cabin controls. The engine had separated from the fuselage and was about on a heading of 90° right of the main fuselage. All the engine accessories were attached to the engine.

Submitted by:

Albert Nixon
Senior Aviation Accident Investigator