

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA037

AIRFRAME AND ENGINE EXAMINATION SUMMARY

Factual Report

Nov 18, 2023

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A. ACCIDENT

Location: La Jolla, CA
Date: 10/15/2023
Time: 2120 MST
0520 UTC
Airplane: N1400, Cessna P210N

B. AIRFRAME AND ENGINE EXAMINATION SUMMARY PARTICIPANTS

NTSB-IIC	Albert Nixon NTSB, AS-WPR Phoenix, Arizona
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NTSB	Paul Basti NTSB, AS-WPR Seattle, WA
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Textron Aviation Senior Air Safety Investigator	Casey Love Textron Aviation Wichita, KS
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C. SUMMARY

Examination of the airplane wreckage was conducted on Nov 18, 2023, at the facilities of Air Transport, in Phoenix, Arizona. No evidence of preimpact mechanical failures or malfunctions that would have precluded normal operation were noted during the examination of the airplane wreckage.

D. DETAILS OF THE EXAMINATION

1.0 Airframe Examination

The wings were removed by the recovery crew for transportation to the facility.

Flight control continuity was established to the ailerons, elevators, and rudder. The elevator trim was in the takeoff range, and the rudder trim was neutral. The flaps actuator was consistent with the flaps extended to 20°.

The wing integral fuel access panels were removed from the upper surface of each wing. The wing tanks interiors were examined and revealed no anomalies and were



Figure 1: Airplane as viewed from the right front during the examination.

free of debris. Additionally, the wing finger screens were clear of contaminants. The left and right fuel header (reservoir) tanks were examined. About 4 ounces of clear blue fuel were drained from the left header (reservoir) tank and no fuel was present in the right header (reservoir) tank. Fuel was also not present in the fuel strainer or any lines forward of the firewall. There was no fuel drained from either wing during the recovery process.

The fuel system was examined by flowing air from each fuel feed line at the wing root through the fuel selector to the fuel strainer inlet hose. The fuel supply plumbing operated normally with no obstructions noted. The fuel vapor return from the firewall to the fuel selector valve was free from obstructions. The fuel vent system from the wing tips to the wing fuel tank was examined by using flowing air through the lines and was free from obstructions.

A power supply was connected to the airplane, and the auxiliary fuel pump was checked by pouring water in the left wing fuel supply line at the wing root. The pump was operated in the Low and High settings and water was appropriately pumped out the fuel strainer inlet hose.



Figure 2: Airplane as viewed from the left side.

The landing gear was extended, and the landing gear handle was down.

The empennage portion of the airplane was bent downward. The vertical stabilizer and rudder were attached and relatively intact. The horizontal stabilizers and elevators were attached and intact.

The throttle was full forward, the mixture lever was full rich, and the propeller lever was full forward.

The following instruments were observed. The engine manifold pressure indicated 26.5 InHg and the tachometer indicated 1,280 hours. The left altimeter had 30.01 selected. The ELT was an Artex model ELT 345. The airplane was not equipped with a WASS capable GPS.

3.0 Engine Examination



Figure 3: Engine as viewed from the front right side (inverted).

The engine was not attached to the fuselage. The turbo charger turned freely by hand. The air induction system was free of obstructions. Engine control cable continuity was confirmed.

The propeller remained attached to the crankshaft propeller flange. Two blades were relatively intact and did not exhibit leading edge gouging or scoring. The third blade was separated from the hub and was bent slightly aft about midspan. The spinner was attached and exhibited impact markings.

The fuel and oil lines to the engine were secure and intact. The engine accessories remained attached.

Overall, the examination of the airplane wreckage revealed no evidence of pre-impact mechanical failures or malfunctions that would have precluded normal operation.

Submitted by:

Albert Nixon
Senior Aviation Accident Investigator
AIRFRAME AND ENGINE EXAMINATION SUMMARY

FACTUAL REPORT

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