

## Air Safety Investigations Aircraft Incident/Accident Technical Report

Aircraft Incident/ Accident Information	Year: 1979	Make: Cessna	Model: T210N
	Serial number: 21063032		Registration: N64EM
Location: Peyton, CO		Date: 08-26-20	Time: 1136 MDT
Aircraft Owner		Aircraft Operator	
John G. Odell [REDACTED]		John G. Odell [REDACTED]	
Rio Rancho, NM 87144-6717		Colorado Springs, CO 80919	
Report Information			
Chief Air Safety Investigator: Andrew L. Hall		Report #: ASI-20-BV-T	Report date: 11-24-20

### Airframe

#### Impact Sequence and Airframe Structure

The wreckage was observed in a pile next to a fence. The fuselage and cabin area were destroyed by the post impact fire. The left wing pieces were laid out and photographed. The right wing was photographed as found in the pile. Flight control cable continuity was established from the cockpit to the control surfaces for all primary controls. The flap jackscrew actuator was observed in the screw jack extended, flaps up position. The vertical stabilizer and rudder, and right horizontal stabilizer, elevator, and trim tab, were observed attached to the aft fuselage. The left horizontal stabilizer and elevator outboard tip were observed with fire damage. The inboard end of the elevator control torque tube was observed attached to the elevator control horn and exhibited fire damage. The elevator trim tab screw jack actuator was observed extended 1.5" or in the 5° tab down position. Impact damage was observed to the rotating beacon and top of the vertical stabilizer.

### Airframe Systems

Flight Control System Information		
Control lock: Undetermined		
Flight Control Cable Continuity		
Ailerons: Established	Elevators: Established	Rudder: Established
Aileron tab: Not applicable	Elevator tab: Established	Rudder tab: Not applicable
Flap and Trim Positions		
Flap indicator: See below	Flap handle: See below	Flap actuator: ~4.4" full up
Elevator trim: Indicator: Unknown due to damage	Actuator: 1.5" ~ 5° tab down	
Rudder trim: Indicator: Unknown due to damage	Actuator: N/A	

#### Remarks:

All cockpit handle positions were compromised during the post impact fire.

Airframe Fuel System Condition, Controls, and Read Outs		
Fuel strainer screen: Clean	Fuel strainer bowl: Clean	
Main fuel tank gauge:	Left: Undetermined	Right: Undetermined
Fuel selector handle: Undetermined	Fuel selector valve: Right	Fuel boost pump: Undetermined
Firewall fuel shutoff: Undetermined		

**Remarks:**

The fuel system was compromised during the post impact fire. Both fuel caps were observed installed in their respective filler necks.

Landing Gear System Condition and Controls			
Gear position:	Nose: Extended	Left: Extended	Right: Extended
Actuator position:	Nose: Extended	Left: Extended	Right: Extended
Landing gear selector:	Extended		Emer gear handle: Undt
Environmental System Controls and Read Outs			
Cabin heater:	Undt	Cabin vent:	Undt
Air conditioner:	N/A	Oxygen system:	Undetermined
		Oxygen quantity:	See below
Icing System Information and Switches			
Certified into known icing?	No		De-icing boots installed?
			No
Pitot heat:	Undetermined		Stall heat:
			Undetermined
De-ice:	Surface: Not applicable	Propeller:	See below
		Windshield:	Undetermined
Anti-ice:	Surface: Not applicable	Propeller:	See below
		Windshield:	Undetermined
ELT Information			
Installed?	Undt	Manufacturer:	Undetermined
		Model:	Undetermined
		Type:	Undetermined
Serial number:	Undt	Battery due date:	Undetermined
		Armed:	Undetermined
		Activated:	Undetermined

**Remarks:**

The nose landing gear actuator was observed in the actuator retracted/ gear down position and was separated from the nose landing gear. The nose wheel and tire assembly were observed separated from the strut assembly. The right main landing gear was observed in the down and locked position and attached to the lower fuselage structure. The left main landing gear (wheel and tire, landing gear leg and pivot assembly) were observed separated in the wreckage. The left main gear actuator and down lock were also observed loose in the wreckage.

During the last annual inspection, the propeller heat was listed as inoperative, and it was reported to the NTSB-IIC that the owner elected not to repair it.

**Cabin and Equipment/Furnishings**

Restraint System Information						
Seat	Occupied	Restraint type	Restraint used	Condition	Manufacturer	2nd seat stop
1	Yes	3-Point	See below	Burned	Undetermined	Undetermined
2	No	3-Point	No	Burned	Undetermined	Undetermined
3	No	2-Point	No	Burned	Undetermined	Not applicable
4	No	2-Point	No	Burned	Undetermined	Not applicable
5	No	2-Point	No	Burned	Undetermined	Not applicable
6	No	2-Point	No	Burned	Undetermined	Not applicable

Seat Condition Information					
Seat	Orientation	Feet intact	Back intact	Base intact	Rail intact
1	Forward facing	See below	No	No	No
2	Forward facing	See below	No	No	No
3	Forward facing	See below	No	No	No
4	Forward facing	See below	No	No	No
5	Forward facing	See below	No	Partially	Not applicable
6	Forward facing	See below	No	Partially	Not applicable

**Remarks:**

The cockpit/cabin area was destroyed during the post impact fire. The only seat belt buckles and link half fittings that were observed in the wreckage were of the two-point style.

## Instrument Panel

Navigation Instruments							
Analog primary instruments				Autopilot type: Undetermined			
Suction gage: Undetermined		Magnetic compass: Undetermined			Clock: Undetermined		
	Left side	Right side		Left side	Right side		
Airspeed:	Undt	Undt	Turn coordinator (airplane):	Undt	Undt		
Attitude (pitch):	Undt	Undt	Turn coordinator (ball):	Undt	Undt		
Attitude (roll):	Undt	Undt	Heading indicator:	Undt	Undt		
Altimeter:	Undt	Undt	Heading "bug":	Undt	Undt		
Altimeter setting:	Undt	Undt	Vertical speed indicator:	Undt	Undt		
Communication and Navigation Radios							
Radio	Control	Active frequency	Stand-by frequency	Radio	Control	Active frequency	Stand-by frequency
Com 1:	Undt	Undetermined	Undetermined	Com 2:	Undt	Undetermined	Undetermined
Nav 1:	Undt	Undetermined	Undetermined	Nav 2:	Undt	Undetermined	Undetermined
Obs 1:	Undetermined			Obs 2:	Undetermined		
Transponder:	Mode: Undetermined		Active code: Undetermined		Stand-by code: Undetermined		
Electrical Switch Positions							
Master battery: Undetermined		Master alternator: Undetermined			Avionics 1: Undetermined		
Lighting Switch Positions							
Navigation: Undetermined		Rotating Beacon: Undetermined			Landing: Undetermined		
Taxi: Undetermined		Strobe: Undetermined			Instrument: Undetermined		
Wing Ice: Undetermined							
Ignition Switch Position							
Key: Undetermined							

### Remarks:

The cockpit/cabin area was destroyed during the post impact fire.

## Powerplant Description

Engine Instruments						
Hour meter: Undt	Tach RPM: Undt	Tach hours: Undt	Manifold press: Undt			
Oil press: Undt	Oil temp: Undt	EGT: Undt	CHT: Undt			
Fuel press: Undt	Fuel flow: Undt	Ammeter: Undt	Voltmeter: Undt			
Engine Control Positions						
	Cockpit	Engine		Cockpit	Engine	
Throttle: Undetermined	Undetermined	Undetermined	Cowl flaps: Undetermined	Undetermined	Undetermined	
Mixture: Undetermined	Undetermined	Undetermined	Alternate air: Undetermined	Undetermined	Undetermined	
Propeller: Undetermined	Undetermined	Undetermined	Primer: Undetermined	Undetermined		
Engine Condition						
Engine attached to airframe: Partially		Propeller attached to engine: No				
Engine compression: Undetermined		Valve train continuity: Undetermined				
Vacuum pump drive shaft: Undetermined						
Engine Fuel System Condition						
Fuel pump drive shaft: Undetermined		Fuel control inlet screen: Undetermined				
Fuel distribution valve screen: Undetermined		Fuel injectors: Undetermined				
Magneto Condition						
Left magneto attached: Yes		Right magneto attached: Yes				
Left magneto spark: Undetermined		Right magneto spark: Undetermined				
Spark Plug Condition (per Champion Check-A-Plug Card)						
	1	2	3	4	5	6
Top	Not examined	Not examined	Not examined	Not examined	Not examined	Not examined
Bottom	Not examined	Not examined	Not examined	Not examined	Not examined	Not examined

### Remarks:

The NTSB-IIC has retained the engine for future evaluation.

### Propeller

A portion of the propeller hub remained attached to the engine crankshaft. Blade marked as "A", serial # KD174, remained attached to the hub and exhibited fire damage. Blade "B", serial # KD111, was observed separated from the hub with bending towards the flat side of the blade, approximately 10 to 12 inches in from the tip. It exhibited longitudinal abrasion of the paint and light paint abrasion in the direction of rotation at the tip. Blade "C", serial # KD285, was observed separated from the hub with bending towards the flat side of the blade, approximately 10 to 12 inches in from the tip. The tip area of the propeller blade exhibited some paint abrasion in the direction of rotation. None of the propeller blades examined exhibited any significant leading edge damage.

### Research & Testing

None

