

Date: July 17, 2019

To: Jeff Smith, SLC FSDO

Fr: Art Granger, Aircraft Maintenance Tech: [REDACTED]

Sj: Description of the events leading up to the crash of CT210N N6330N.

A discrepancy concerning a high oil temperature reading was reported to me on the morning of Monday, July 15<sup>th</sup>, 2019 by the owner/pilot of N6330N, Mr. Rod Sainsbury. Mr. Sainsbury said he was planning to depart for Montana Tuesday morning, so he wanted me to troubleshoot the high oil temp reading on Monday afternoon. I arrived at Mr. Sainsbury's hangar at 1:30 and began checking the oil system and the newly installed oil temperature sending unit electrical connection, no defects noted. The oil cooler registered 118 dgs., when check with an electronic handheld digital temperature reading thermometer. The master switch was turned on and the oil temperature gage needle was at the halfway point on the gauge which has no  $\frac{1}{4}$ ,  $\frac{1}{2}$  or  $\frac{3}{4}$ 's temperature delineations. Prior ground runs had not shown any "high oil temp" readings, therefore a check flight around the field was agreed upon and Rod and I made the decision to fly while the outside temperature was hot. The flight began on Monday, July 15, 2019 around 2p.m. The pilot completed the preflight, then we entered the airplane with me sitting in the front RH passenger seat. Rod started the airplane and ran through his pre-flight checklist and engine ground run up with magneto checks, prop control check and engine response to throttle check. Rod taxied onto runway 19 and began the takeoff roll, the engine sounded normal like it was making power. I was concentrating on the engine oil temperature and pressure gauges waiting for any small anomalies to show. The first sign that I noticed something not quite right was that we were not accelerating as fast as I thought we should be, I looked out the RH side window, I could see the RH main wheel come off the ground but then settled momentarily back onto the runway. My initial reaction was that we were not making full power based on my prior experience flying similar T210 aircraft. I glanced at the fuel flow meter and even though it was well within the green arc, it did not register as "normal" to me for a full throttle turbocharged engine, where both the manifold pressure and the fuel flow indicators rise very fast to much higher readings. I did not notice the manifold pressure reading. I recall that we did not have the "push back into the seat" feeling that one normally gets with a full throttle advance in a turbo charged engine. Our climb rate was well below normal, our airspeed was between 75 and 80 and we were not accelerating, and our climb rate was very low. Both Rod and I had acknowledged that we were in trouble and we were both looking for any solution to the immediate need for more power, the throttle was full in, the prop control was full in and the mixture control was almost full in (about  $\frac{1}{2}$  inch out) I pushed the mixture the rest of the way in, no change at all in engine sound. I looked at the oil temp and oil pressure gauge again and they both registered in the normal range. We contacted the ground with full power on and the nose held up. The gear was still retracted. We slid to a stop in a straight line with only a couple of small bounces. End of flight.

Respectfully - [REDACTED]

July 15-2019.

On Approximately 2:30 pm  
July 15th I Took my plane out  
for a test flight with The  
Mechanics. I Went Through  
Run up & Taxi, Then I Took  
Runway 17 for Southern Repulse  
and as a flight to test plane  
performance. I got 34 down  
Runway and proceeded to take  
off with good Air Speed.  
After Lifting off, I Started  
loosing Power & Lift.

I Assumed That we lost our  
Turbo Resulting In power  
loss, So About a mile South  
of Runway I had To Belly  
Land Plane as Best I Could.  
as we were going down because  
of loss of power. No Injuries  
were Sustained.

Thanks,

