



Aviation Investigation Factual Report

Location:	SANTA FE, New Mexico	Accident Number:	FTW96LA328
Date & Time:	July 20, 1996, 16:10 Local	Registration:	N210RE
Aircraft:	Cessna T210L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On July 20, 1996, at 1610 mountain daylight time, a Cessna T210L, N210RE, registered to and operated by a private owner, received substantial damage during a forced landing following a loss of power near Santa Fe, New Mexico. The commercial pilot, the sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the Title 14 CFR Part 91 personal cross country flight. The airplane departed from Dallas, Texas, at 1345 central daylight time.

In his written statement, the pilot reported that he "checked both tanks visually, confirmed they were full" prior to departure. After flying on the left tank for 1 hour, and then the right tank for 1 hour, the pilot switched again to the left tank. While on the left tank, the pilot "began to note that the left tank fuel quantity indicator was indicating low fuel quantity." After 45 minutes on the left tank, the pilot switched back to the right tank. "At that point," the airplane "was approximately 8 n. mi. east of Santa Rosa, New Mexico." The Santa Rosa Municipal Airport has a 4,400 foot paved runway and fuel service is available.

The pilot stated that he "discounted" the low fuel quantity indication "since I had visually checked both tanks" and "decided to continue on to Santa Fe since I was only approximately 68 n. mi. south east." At a flight time of 3 hours and 25 minutes, while on base leg for landing on runway 20 at Santa Fe, the engine lost power. The pilot was unable to reach the airport and performed a forced landing to a road. The left wing struck a road sign, and the airplane "veered" off the road, traveled down an embankment, and collided with a wire fence.

A Federal Aviation Administration inspector examined the airplane and reported the left wing was damaged across the entire leading edge, and the left fuel tank was ruptured. "Just over 1 quart" of fuel was drained from the intact right tank, and the fuel selector was positioned on the right tank. No evidence of fuel leakage was found on the lower or upper wing surfaces, the aircraft belly, or inside the engine compartment.

The pilot stated that he "was aware of the fuel quantity indication through out the flight but considered the timed fuel burn more accurate based on training received during checkout in this aircraft and safety reports issued concerning inaccuracies of the fuel quantity indicators."

Review of the maintenance records revealed that, on February 16, 1996, a logbook entry was made indicating that the fuel system calibration required by Airworthiness Directive (AD) 94-12-08 was accomplished. Compliance with the AD required that the airplane be defueled and the fuel gauges then checked, and adjusted if necessary, to ensure that they indicated empty.

Pilot Information

Certificate:	Commercial	Age:	52,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 30, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 24 hours (Total, this make and model), 1353 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N210RE
Model/Series:	T210L T210L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	210-60516
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 3, 1996 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-H
Registered Owner:	HUGH W. WARD	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SAF ,6345 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	16:30 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	40 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DALLAS (RBD)	Type of Flight Plan Filed:	None
Destination:	(SAF)	Type of Clearance:	VFR
Departure Time:	13:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	SANTA FE COUNTY MUNICIPAL SAF	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Snyder, Georgia
Additional Participating Persons:	JAMES L MALARSIE; ALBUQUERQUE, NM
Report Date:	September 30, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=19929

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).