



# Aviation Investigation Final Report

---

<b>Location:</b>	Heber City, Utah	<b>Accident Number:</b>	WPR20CA158
<b>Date &amp; Time:</b>	May 31, 2020, 13:30 Local	<b>Registration:</b>	N5404W
<b>Aircraft:</b>	Cessna P210	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

The pilot reported that after completing the descent/approach checklist, he turned on the auxiliary fuel pump and switched from the left fuel tank to the right fuel tank. While on final approach, the pilot reported that he neglected to turn off the auxiliary fuel pump. When he made a slight power reduction, the engine flooded and lost power. The airplane subsequently touched down in the grass short of and to the right of the runway. During the landing roll, the right wing collided with a fence pole. The right wing was substantially damaged.

The manufacturer's before landing checklist requires the auxiliary fuel pump in the 'OFF' position during landing. A caution follows:

"Failure to turn the auxiliary fuel pump off may result in a complete power loss at reduced throttle settings due to an excessively rich mixture."

The pilot reported that he had modified the before landing checklist which omitted the fuel pump switch position.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilots failure to switch the fuel pump to the 'OFF' position during landing, resulting in a loss of engine power and subsequent collision with a fence during landing. Contributing to the accident was a modified before landing checklist which omitted the fuel pump switch position.

## Findings

<b>Personnel issues</b>	Incorrect action selection - Pilot
<b>Aircraft</b>	Fuel pump - Unnecessary use/operation
<b>Personnel issues</b>	Use of checklist - Pilot

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Loss of engine power (total) (Defining event)
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor; Private	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 1, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	24000 hours (Total, all aircraft), 60 hours (Total, this make and model), 23000 hours (Pilot In Command, all aircraft), 79.3 hours (Last 90 days, all aircraft), 9.5 hours (Last 30 days, all aircraft), 3.2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5404W
<b>Model/Series:</b>	P210 N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1981	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P21000683
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	May 23, 2019 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2384 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	TSIO-520
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	HCR,5637 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	13:15 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 17 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	San Diego, CA (MYF )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Evanston, WY (EVW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:10 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Heber City Municipal HCR	<b>Runway Surface Type:</b>	Asphalt;Concrete;Grass/turf
<b>Airport Elevation:</b>	5637 ft msl	<b>Runway Surface Condition:</b>	Dry;Vegetation
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6898 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.488887,-111.419441

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swick, Andrew
<b>Additional Participating Persons:</b>	Roger Messick; FAA-FSDO; San Deigo, CA
<b>Original Publish Date:</b>	February 2, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=101350">https://data.nts.gov/Docket?ProjectID=101350</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).