



## National Transportation Safety Board Aviation Accident Factual Report

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|-------------------------|----------------------|-------------------------|-------------|
| <b>Location:</b>        | WILLIAMSBURG, VA     | <b>Accident Number:</b> | NYC94LA045  |
| <b>Date &amp; Time:</b> | 01/02/1994, 2223 EST | <b>Registration:</b>    | N776P       |
| <b>Aircraft:</b>        | CESSNA 206A          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>  |                      | <b>Injuries:</b>        | 1 None      |

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On January 2, 1994, about 2223 eastern standard time, a Cessna 206A, N776P, piloted by Terry Brown, was substantially damaged during a forced landing near the Williamsburg Airport, Williamsburg, Virginia. The pilot was not injured. Visual meteorological conditions prevailed. A visual flight rules flight plan had been filed for the flight operating under 14 CFR 91.

In the NTSB Form 6120.1/2, the pilot stated that during his preflight he confirmed there were 11 quarts of oil in the engine. After a long warm-up due to the cold temperature, he departed the Williamsburg Airport (JGG) and climbed to 4500 feet.

About 15 minutes after take off, as he was preparing to file a flight plan, "...an instant decrease in power was noticed."

He further stated:

A turn was made to return to the A/P [airport] at JGG...there was an explosion from the front left side of the engine (all the flames came out there). I was approaching water...and did not want to shut down so [I] kept engine on line, 30-45 seconds later a second explosion took place, this time fire came out right front and oil pressure was lost. I still needed whatever I would get and kept the engine operating. The cockpit filled with smoke and the third explosion took place with fire coming out of the engine compartment. I secured the engine and fuel...I was not going to make the A/P, but remembered a road south west of JGG, and...set up a pattern, and landed. Evading wires on short final I dodged the tree on the right...over input left aileron and put the left wing into a tree...and ended up going backward nose-low."

An engine examination was performed by a Federal Aviation Administration (FAA) Inspector and a representative of Teledyne Continental Motors on January 11, 1994, at the JGG Airport. The Teledyne representative report stated:

The engine failure was induced by the failure of the #2 cylinder exhaust valve. This valve dropped into the cylinder and the severe hammering opened a hole in the piston. Combustion gases evacuated the oil through the breather and the #4 and #5 connecting rods failed at the crankshaft journals after lubrication failure. The relative damage to the connecting rods suggest the connecting rod of the #5 cylinder (right front) failed first followed by the connecting rod of the #4 cylinder (middle left)...The exhaust valve, which may have been replaced at an engine overhaul 440 hours earlier, was a Superior valve, P/N SA 6438737-7998....

## Pilot Information

|                                  |  |                               |            |
|----------------------------------|--|-------------------------------|------------|
| <b>Certificate:</b>              | Commercial   | <b>Age:</b>                   | 50, Male   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land  | <b>Seat Occupied:</b>         | Left       |
| <b>Other Aircraft Rating(s):</b> | Helicopter   | <b>Restraint Used:</b>        | Seatbelt   |
| <b>Instrument Rating(s):</b>     | Airplane; Helicopter   | <b>Second Pilot Present:</b>  | No         |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>  | No         |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--w/ waivers/lim.   | <b>Last FAA Medical Exam:</b> | 04/23/1993 |
| <b>Occupational Pilot:</b>       | <b>Last Flight Review or Equivalent:</b>   |                               |            |
| <b>Flight Time:</b>              | 11067 hours (Total, all aircraft), 365 hours (Total, this make and model), 9050 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |                               |            |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CESSNA                   | <b>Registration:</b>                  | N776P           |
| <b>Model/Series:</b>                 | 206A 206A                | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | U206-0568       |
| <b>Landing Gear Type:</b>            | Tricycle                 | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | 08/21/1993, Annual       | <b>Certified Max Gross Wt.:</b>       | 3600 lbs        |
| <b>Time Since Last Inspection:</b>   | 51 Hours                 | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 6766 Hours               | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | TSIO-520-C      |
| <b>Registered Owner:</b>             | MARY C. BURCH            | <b>Rated Power:</b>                   | 285 hp          |
| <b>Operator:</b>                     | MARY C. BURCH            | <b>Operating Certificate(s) Held:</b> |                 |

## Meteorological Information and Flight Plan

|                                  |                        |   |                   |
|----------------------------------|------------------------|---|-------------------|
| Conditions at Accident Site:     | Visual Conditions      | Condition of Light:                     | Night/Dark        |
| Observation Facility, Elevation: | RIC, 168 ft msl        | Distance from Accident Site:            | 32 Nautical Miles |
| Observation Time:                | 2151 EST               | Direction from Accident Site:           | 300°              |
| Lowest Cloud Condition:          | Unknown / 0 ft agl     | Visibility                              | 7 Miles           |
| Lowest Ceiling:                  | Overcast / 6500 ft agl | Visibility (RVR):                       | 0 ft              |
| Wind Speed/Gusts:                | 4 knots /              | Turbulence Type<br>Forecast/Actual:     | /                 |
| Wind Direction:                  | 360°                   | Turbulence Severity<br>Forecast/Actual: | /                 |
| Altimeter Setting:               | 30 inches Hg           | Temperature/Dew Point:                  | 6°C / 1°C         |
| Precipitation and Obscuration:   |                        |   |                   |
| Departure Point:                 |                        | Type of Flight Plan Filed:              | None              |
| Destination:                     | ENTERPRISE, AL (END)   | Type of Clearance:                      | None              |
| Departure Time:                  | 2145 EST               | Type of Airspace:                       | Class G           |

## Airport Information

|                      |                              |                           |                |
|----------------------|------------------------------|---------------------------|----------------|
| Airport:             | WILLIAMSBURG-JAMESTOWN (JGG) | Runway Surface Type:      |                |
| Airport Elevation:   | 49 ft                        | Runway Surface Condition: | Soft           |
| Runway Used:         | 0                            | IFR Approach:             |                |
| Runway Length/Width: |                              | VFR Approach/Landing:     | Forced Landing |

## Wreckage and Impact Information

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

## Administrative Information

|                                   |  |
|-----------------------------------|--|
| Investigator In Charge (IIC):     | ROBERT L PEARCE  |
| Additional Participating Persons: | EDWARD L HALL; RICHMOND, VA<br>GEORGE M HOLLINGSWORTH; RESTON, VA  |
| Investigation Docket:             | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |