



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	BLOUNTVILLE, TN	<b>Accident Number:</b>	ATL96LA044
<b>Date &amp; Time:</b>	02/02/1996, 1830 EST	<b>Registration:</b>	N204AA
<b>Aircraft:</b>	Beech C-45G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

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

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On February 2, 1996, about 1830 eastern standard time, a Beech C-45G, N204AA, collided with trees during a forced landing near Blountville, Tennessee. The airplane was operated by Saber Aviation, Inc. under the provisions of Title 14 CFR Part 91, and instrument flight rules (IFR). Instrument meteorological conditions prevailed. An IFR flight plan was filed for the positioning flight. There were minor injuries to the airline transport pilot, and the airplane was substantially damaged. Origination of the flight was Madison, Indiana, about 1700 on the same day.

The pilot reported that as he overflew the Tri-Cities, Tennessee airport, at 9,000 feet, the right engine power slowly decreased, with the manifold pressure dropping from 28 inches to 25 inches. The airplane was in the clouds with an outside air temperature of about zero degrees Celsius. Right engine manifold heat was applied for a few seconds, with no noticeable difference in engine performance. The right magnetos were also checked with no obvious malfunctions noted. The left engine began to run roughly, manifold heat was applied to the left induction system and the roughness of the engine was eliminated. A descent for landing was initiated to the Tri-Cities airport. During the descent manifold heat was applied and removed several times, with no appreciable effect on the right engine. On short final approach, when the landing gear was extended, the right main gear did not indicate down. A go-around was initiated, during which the pilot discovered that the left manifold heat control was now stuck in the "ON" position. The pilot stated that with less than full power available on the left engine, and the right propeller unfeathered, the airplane could be climbed to about 200 feet. He flew the airplane until terrain clearance was no longer possible, then landed in a field, gear up. The airplane slid into trees and was substantially damaged.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/23/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5400 hours (Total, all aircraft), 350 hours (Total, this make and model), 3108 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N204AA
<b>Model/Series:</b>	C-45G C-45G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	51-11522
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/29/1995, 100 Hour	<b>Certified Max Gross Wt.:</b>	10100 lbs
<b>Time Since Last Inspection:</b>	20 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	16972 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	SABER AVIATION, INC.	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	SABER AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	SBRA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TRI, 1519 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1830 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Thin Broken / 3800 ft agl	Visibility	2.5 Miles
Lowest Ceiling:	Overcast / 4700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	2°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-9° C / -17° C
Precipitation and Obscuration:			
Departure Point:	MADISON, IN (IMS)	Type of Flight Plan Filed:	IFR
Destination:	CHARLOTTE, NC (CLT)	Type of Clearance:	IFR
Departure Time:	1700 EST	Type of Airspace:	Class E

## Airport Information

Airport:	TRI-CITY REGIONAL (TRI)	Runway Surface Type:	Asphalt
Airport Elevation:	1519 ft	Runway Surface Condition:	
Runway Used:	5	IFR Approach:	Visual
Runway Length/Width:	7999 ft / 150 ft	VFR Approach/Landing:	Go Around

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS
Additional Participating Persons:	ROCKY DAVIDSON
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> .