



National Transportation Safety Board Aviation Accident Data Summary

Location:	GREER, SC	Accident Number:	ATL96FA114
Date & Time:	08/02/1996, 1915 EDT	Registration:	N4813F
Aircraft:	Cessna TU206A	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The flight was at 8000 feet, in cruise flight, when the pilot reported a total loss of engine power and smoke in the cockpit. Air Traffic Control gave the pilot vectors to Sloan Airport, a small, private airstrip, north of Greer. The pilot was unable to locate the single east-west grass strip and attempted an emergency landing in a pasture approximately 0.7 nautical miles (nm) north of Sloan. The airplane struck a tree bordering the pasture and struck terrain beyond the tree, coming to rest inverted. The engine was examined and revealed that the number 3 piston had maximum mechanical damage and the least heat damage. The number 3 piston pin was found wedged in the left crankcase half, jammed against the number 2 main bearing support. The metallurgists report indicated that the number 3 piston had deteriorated in flight for undetermined reasons.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The disintegration of the number 3 piston, and the pilot's inadequate selection of terrain for the landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,PISTON - DISINTEGRATED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. (C) EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	48
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	579 hours (Total, all aircraft), 75 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4813F
Model/Series:	TU206A TU206A	Engines:	1 Reciprocating
Operator:	CHARLES E. HOLMES	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	GTSIO-520-C
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GSP, 964 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 4300 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 260°
Temperature:	23° C	Visibility	2 Miles
Precipitation and Obscuration:			
Departure Point:	CHARLOTTE, NC (CLT)	Destination:	DAYTON, TN (2A0)

Airport Information

Airport:	SLOAN AIRPORT (UNK)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): PRESTON E HICKS

Adopted Date: 03/31/1998

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.