



National Transportation Safety Board Aviation Accident Data Summary

Location:	Greensburg, IN	Accident Number:	CHI08LA144
Date & Time:	06/01/2008, 1030 EDT	Registration:	N102VE
Aircraft:	CESSNA 208B	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Skydiving		

Analysis

The pilot reported that the airplane, which was used for sky diving operations, was climbing through 7,000 feet mean sea level (msl) when he heard an explosion followed by a metal grinding noise coming from the engine section of the airplane. He felt the airplane vibrate, and smoke began to fill the cabin. He reported that the engine was not producing any power so he shut the fuel off and performed procedures to rid the cabin of smoke. He leveled the airplane at 5,000 feet msl and set the flaps to 20-degree so that the 14 skydivers could exit the airplane. He attempted a forced landing to runway 18 (3,433 feet by 40 feet, asphalt). The airplane was too high and fast during the approach so he executed a forced landing to a cornfield off the departure end of runway 18. When the airplane landed in the cornfield, the propeller and left wing impacted the terrain, and the airplane sustained substantial damage. Inspection of the engine revealed that the compressor turbine (CT) blades failed as a result of blade creep. The engine manufacturer had issued Service Information Letters (SIL) concerning recommended borescope inspection procedures to inspect CT blades for blade creep and fatigue cracks. The airplane's owner reported that he was unaware of the SIL's, and did not perform the borescope inspections that were recommended by the engine manufacturer's SIL.

Flight Events

Enroute-climb to cruise - Loss of engine power (total)
Landing - Off-field or emergency landing
Landing-flare/touchdown - Landing area overshoot

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The total loss of engine power during the en route climb due to a compressor turbine failure as a result of blade creep. Also causal was the inadequate maintenance performed by the airplane's owner.

Findings

Aircraft-Aircraft power plant-Engine (turbine/turboprop)-Turbine section-Failure - C
Aircraft-Aircraft power plant-Engine (turbine/turboprop)-Turbine section-Fatigue/wear/corrosion - C
Aircraft-Aircraft power plant-Engine (turbine/turboprop)-Turbine section-Incorrect service/maintenance - C
Personnel issues-Task performance-Maintenance-(general)-Owner/builder - C

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	25
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	1089 hours (Total, all aircraft), 85 hours (Total, this make and model), 918 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 59 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N102VE
Model/Series:	208B	Engines:	1 Turbo Prop
Operator:	Skydive Greensburg	Engine Manufacturer:	Pratt & Whitney Canada
Air Carrier Operating Certificate:	None	Engine Model/Series:	PT6A-114
Flight Conducted Under:	Part 91: General Aviation - Skydiving		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	BAK, 656 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	
Condition of Light:	Day	Wind Speed/Gusts, Direction:	6 knots, 280°
Temperature:	23°C / 15°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greensburg, IN (I34)	Destination:	

Airport Information

Airport:	Greenburg Decatur County (I34)	Runway Surface Type:	Asphalt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	3433 ft / 40 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC): James P Silliman

Adopted Date: 05/12/2009

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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