



## NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety  
Western Pacific Region

July 30, 2013

### ENGINE EXAMINATION REPORT

**WPR13LA321**



This document contains 11 embedded photos.

## A. ACCIDENT

Location: Fallon, Nevada  
Date: July 10, 2013  
Aircraft: Beech A36, Registration Number: N517DJX, Serial #: E-3075  
NTSB IIC: Patrick H Jones

## HISTORY OF FLIGHT

On July 10, 2013, about 0445 Pacific daylight time (PDT), a Raytheon Aircraft Company, A36, N517DJ, during initial climbout experienced a catastrophic engine failure, resulting in an off airport landing near Fallon Municipal Airport (FLX), Fallon, Nevada. Silver Sage Aviation, was operating the airplane under the provisions of 14 *Code of Federal Regulations* (CFR) Part 135. The commercial pilot, and three passengers sustained minor injuries; the airplane sustained substantial damage. The cross-country business flight was departing Fallon, Nevada, about 0445 with a planned destination of Dixie Valley, Nevada. Night visual meteorological conditions prevailed, and a visual flight rules (VFR) flight plan had been filed.

The pilot reported that during climbout the airplane engine lost power and he attempted to return to FLX, but was unable to make it, and made a forced landing in the desert adjacent to FLX.

During recovery of the airplane it was noted that there was a breach of the engine case adjacent to the number five cylinder. The airplane was recovered for further examination.

## B. EXAMINATION PARTICIPANTS:

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## C. SUMMARY

Examination of the recovered airframe and engine was conducted on July 30, 2013, at the facilities of Air Transport Inc., Phoenix, Arizona. Evidence of preimpact mechanical malfunction was noted during the examination of the recovered engine.

## D. DETAILS OF THE INVESTIGATION

### 1.0 Engine Examination

Examination of the engine revealed a failure of one of two of the connecting rod bolts. The resulting failure continued with a catastrophic breach to the left side of the engine case between the number 6 and 4 cylinders.

There were no indications of any oil starvation in the engine.

There was no assembly discrepancies noted during the examination.

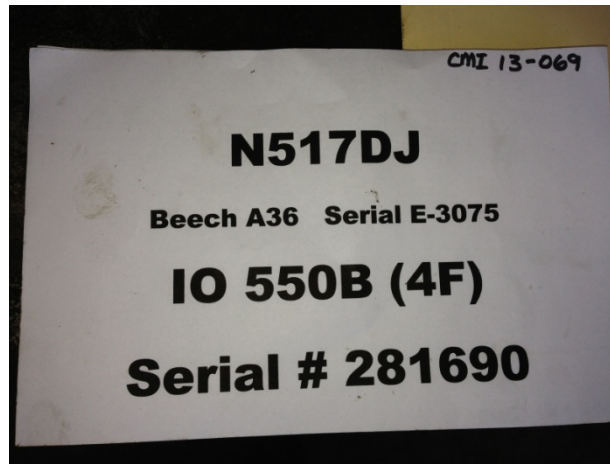
The engine was able to be rotated and continuity was established from the front of the engine to the rear.

The airplane was equipped with a JPI 800 engine monitoring system. The unit was removed from the airplane to be sent to the NTSB Lab for download.

The connecting rod bolts were removed and being sent to the NTSB lab for further examination.



## 1.1 Engine Exam Photos





Submitted by: Investigator Patrick Jones