



Aviation Investigation Final Report

Location:	Bolivar, Tennessee	Accident Number:	ATL03LA045
Date & Time:	February 12, 2003, 21:20 Local	Registration:	N6ZZ
Aircraft:	Cessna P210N	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot during cruise flight at 6000 feet, the engine power began to decrease. The engine continued to run but was not producing full power. Repeated efforts by the pilot to restore full engine power failed. The pilot radioed Memphis Approach control, and reported an in-flight emergency due to an engine failure. The controller issued the pilot radar vectors to William L. Whitehurst Field, Bolivar, Tennessee. The airplane collided with trees five miles south of the airport. Examination of the airplane revealed that it was heavily fire damaged. There were no abnormalities discovered during the examination of the engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons. A factor was trees.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. (F) OBJECT - TREE(S)

Factual Information

On February 12, 2003, at 2120 central standard time, a Cessna P210N, N6ZZ, registered to a private owner and operated by a commercial pilot reported an in-flight emergency due to an engine failure while enroute to Memphis International Airport, Memphis, Tennessee. The pilot made a forced landing onto unsuitable terrain. The personal flight was conducted under the provisions of Title 14 CFR Part 91 with an instrument flight plan filed. Visual meteorological conditions prevailed at the time of the accident. The pilot and the passenger received minor injuries, and the airplane was destroyed. The flight originated from Greenville Downtown Airport, Greenville, South Carolina on February 12, 2003, eastern standard time, at 1848.

According to the pilot during cruise flight at 6000 feet, the engine power began to decrease. The pilot checked the quantity of the fuel tanks, and fuel was present. According to the pilot the engine continued to run but was not producing full power. Repeated efforts by the pilot to restore full engine power failed. The pilot radioed Memphis Approach control, and reported an in-flight emergency due to an engine failure. The controller issued the pilot radar vectors to William L. Whitehurst Field, Bolivar, Tennessee. The airplane collided with trees in a heavily wooded area 5 miles south of the airport, and there was a post-crash fire.

Examination of the airplane revealed the airplane was heavily fire damaged. Examination of the engine was conducted at Teledyne Continental Motors, Inc. on October 29, 2003, with FAA and NTSB representatives present. There were no abnormalities discovered during the examination of the engine.

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 30, 2002
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 26, 2002
Flight Time:	1049 hours (Total, all aircraft), 43 hours (Total, this make and model), 981 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6ZZ
Model/Series:	P210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P21000558
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 1, 2002 Annual	Certified Max Gross Wt.:	3900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2600 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520 SER
Registered Owner:	Joseph Henry Schaffer III	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	MKL,434 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.31 inches Hg	Temperature/Dew Point:	0°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GREENVILLE, SC (GMU)	Type of Flight Plan Filed:	IFR
Destination:	MEMPHIS, TN (MEM)	Type of Clearance:	IFR
Departure Time:	18:30 Local	Type of Airspace:	Unknown

Airport Information

Airport:	WILLIAM L. WHITEHURST FIELD M08	Runway Surface Type:	
Airport Elevation:	499 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 Minor	Latitude, Longitude:	35.214443,-89.043334

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Dick Wyland; Memphis FSDO; Memphis, TN
Original Publish Date:	September 1, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56486

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).