



Aviation Investigation Final Report

Location:	LAFAYETTE, Tennessee	Accident Number:	ATL92LA072
Date & Time:	March 29, 1992, 13:05 Local	Registration:	N9679G
Aircraft:	CESSNA U206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT HAD RENTED THE AIRPLANE FOR SEVERAL DAYS. DURING THE ACCIDENT FLIGHT, WHILE DESCENDING TO LAND, THE ENGINE OVERSPED. IT WAS CONTROLLED BY REDUCING THE THROTTLE. SHORTLY AFTERWARDS SMOKE WAS NOTED OUTSIDE OF THE AIRPLANE AND IN THE CABIN. THE ENGINE THEN QUIT. A FORCED LANDING WAS MADE TO ROUGH TERRAIN WHICH RESULTED IN SUBSTANTIAL DAMAGE. ENGINE DISASSEMBLY REVEALED DAMAGE CONSISTENT WITH OIL STARVATION. 1.5 QTS OF THE NORMAL 13 QTS OF OIL WERE DRAINED FROM THE ENGINE. NO OIL WAS FOUND ON THE ENGINE NOR THE FUSELAGE, EXTERNALLY. DURING THE NINE DAYS AND 22 HOURS THE AIRPLANE WAS RENTED BY THE PILOT, THERE WAS NO EVIDENCE THAT ANY OIL WAS ADDED TO THE ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT INSPECTIONS WHICH RESULTED IN OIL STARVATION AND EVENTUAL FAILURE OF THE ENGINE. A FACTOR WAS THE ROUGH TERRAIN WHERE THE AIRPLANE WAS FORCE LANDED.

Findings

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

Findings

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. (C) FLUID,OIL - STARVATION
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	41, 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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 3, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	852 hours (Total, all aircraft), 22 hours (Total, this make and model), 811 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9679G
Model/Series:	U206G U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20603823
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 22, 1991 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2906 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520F
Registered Owner:	BUCKNER AVIATION, INC.	Rated Power:	300 Horsepower
Operator:	BUCKNER AVIATION, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BNA ,599 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	13:14 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	MACON , GA (MCN)	Type of Flight Plan Filed:	IFR
Destination:	BOWLING GREEN , KY (BWG)	Type of Clearance:	IFR
Departure Time:	10:50 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	36.520893,-86.029312(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	LYNN LAFEVER; NASHVILLE , TN
Original Publish Date:	June 11, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8581

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](#).