



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Pilot Incident Report
CEN16LA323
Skiatook, Oklahoma
August 13, 2016

The pilot, Monte LaMar, reported the following information to the NTSB and FAA:

Weekend plan

Attending a wedding 8/13 Skiatook, OK. Fly down Friday 8/12/16 for rehearsal. Owner of Skydive Airtight was interested in purchasing a C-206 for their operation. So planned to provide demonstration for them Saturday morning 8/13 for review. Wedding Saturday afternoon and then fly home Sunday.

Pre-flight.

Topped off both tanks night before, performed routine walk around, checked oil, sumped main fuel line (inside cowling), sumped both wings (no h2o at all), start up, good oil pressure, flight surface/control checks good, mag check, prop check (3x's).

Flight from 1K1 to 2F6.

Flight was normal, no issues and running strong.

First demo load 8/13.

Pre-flight: Stick dipped both tanks (L=3/4 and R=Full), performed routine walk around, checked oil, sumped main fuel line (inside cowling), sumped both wings (no h2o at all), gear checks and seat belt checks/confirmations, start up, good oil pressure, switched to Right tank, flight surface/control checks good, mag check, prop check (3x),. Flight to 13,600' just under 20 minutes. Running strong, no issues.

Second and last planned demo flight for the day.

Shut down from last load was approx. 5 – 10 minutes. Gear checks and seat belt checks/confirmations, started, good oil pressure, mag check, prop check. Took off with climb out at 85 knots maintaining approx. 500' per min climb out. At approx. 900 – 1,000' AGL, lost complete power, engine wind milling, immediately nosed over, glanced airspeed (already at 60 knots), scanned landing options, judged distance, dropped 10 deg flaps, committed towards field in front of a house, nosed further, set flaps to 30 deg, few seconds impact with ground, sliding to a stop. Immediately yelled, "Get Out". Everyone Aft exited cargo door. Passenger to my co-pilot position was struggling, I pulled him out through my pilot door.

Alexander Lemishko

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