

From: [REDACTED]
To: [REDACTED]
Subject: Allen Siler N656V accident
Date: Friday, October 2, 2020 11:14:30 AM
Attachments: [REDACTED]

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Aircraft: 656V, a BE-36

Time/date: 2004 lcl, October 1, 2020

Pilot/pax: Allen Randall Siler and his wife, just bumps and bruises

Summary: Pilot was flying from GSO to MYR. Prior to the flight he topped off the tanks and checked both tanks after fueling with good results. About 28 miles out, at 5,500 ft, he called MYR and asked to start his descent. Permission was granted, and he disengaged the autopilot. When he did that, the engine went back to idle, like someone had pulled the throttle back. There was no coughing, sputtering, etc. He pushed the mixture, throttle, and prop controls full forward and tried various positions on the fuel selector, with no results. CHT readings were normal throughout the flight. He informed MYR of the power loss and that they were losing altitude, and MYR provided some options, the closest of which was Green Sea Airport, a private grass strip. The pilot put the gear handle in the down position when they got lower, but said he was not sure if it actually came down or not, but "that's about the time we hit the trees." The aircraft came to rest in a wooded area at approximately 34° 10'43.82"N, 79°02'31.14"W, in the area bounded by Norton Road, Reba Road, and Highway 9 W. The pilot moved the fuel selector to the "off" position after they came to a stop. The last annual was performed in September 2019.

Contact info:

Allen Siler: [REDACTED]
Steve Bogan (FAA): [REDACTED]
Charles Lewis (FAA): [REDACTED]

And on that note, I believe you know everything I know!

Karrie Bowden

Aviation Safety Inspector - Operations
Federal Aviation Administration
South Carolina Flight Standards District Office

O: [REDACTED]
C: [REDACTED]

