

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



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EASTERN REGION AVAITION

June 20, 2024

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A. ACCIDENT

Location: Selma, Alabama
Date: May 18, 2024
Time: 2115

Airplane: Cessna 177, N3268T

B. EASTERN REGION AVIATION

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SUMMARY

On May 18, 2024, at 2115 eastern daylight time, a Cessna 177, N3268T, was substantially damaged when it impacted terrain near Selma, Alabama. The commercial pilot was seriously injured. The flight was conducted under the provisions of 14 CFR Part 91 as a personal flight.

C. DETAILS OF THE EXAMINATION

1.0 Engine Examination

The aircraft engine was removed from the accident site and relocated to Selma Airport for the purposes of a comprehensive engine inspection.

Engine Disassembly:

Engine was rotated.

Fuel pump was removed - No damage.

Oil pump was removed - No damage or FOD.

Only the number 1 and number 2 cylinders were removed.

Cylinders 3 and 4 were too damaged to remove.

Glazing was observed within the cylinders 1 and 2. The pistons exhibited signs of a lean fuel management/use. Crankcase halves had signs of fretting, and a large crack was in the case half,

adjacent to the number 4 cylinder and covered by the oil sump. The crankshaft exhibited extreme heat event at the number 4 throw bearing and corresponding connecting rod. The connecting rod end cap was missing and located within the engine case. Connecting rod end cap bolts were also located. They exhibited an extreme heat event as shown by bolt breaking point with tapered diameter. A portion of the connecting rod cap was also located within the case. The heat event was such that, the end cap was melted into the engine case. The number 2 and number 3 main bearing surfaces exhibited wiping signatures of oil starvation. The camshaft was broken in half. Aircraft ignition plugs appeared to be normal color with no signs of damage.

Submitted by:
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