



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | GARRISON, ND | Accident Number: | DEN87LA140 |
| Date & Time: | 06/01/1987, 1130 CDT | Registration: | N72415 |
| Aircraft: | CESSNA TU206D | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Minor |

Flight Conducted Under: Part 91: General Aviation - Other Work Use

Analysis

THE PLT AND A PHOTOGRAPHER WERE PHOTO-MAPPING AT 3,000 FEET MSL. THE PLT REPORTED THAT THE ENGINE QUIT AT CRUISE. THE PLT SELECTED A GRAVEL ROAD FOR THE FORCED LANDING. THE AIRCRAFT LANDED SHORT OF THE INTENDED TOUCHDOWN POINT IN A PLOWED FIELD AND ON TOUCHDOWN THE NOSE WHEEL 'DUG IN' AND THE AIRCRAFT NOSED OVER. A POST-ACCIDENT INSPECTION REVEALED THE NUMBER ONE ENGINE CYLINDER HAD A CATASTROPHIC CRACK NEAR THE TOP OF THE CYLINDER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) ENGINE ASSEMBLY,CYLINDER - CRACKED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SOFT
4. (F) TERRAIN CONDITION - UPHILL

Factual Information

Pilot Information

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|----------------------------------|--|-------------------------------|------------|
| Certificate: | Commercial | Age: | 27, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 05/30/1986 |
| Occupational Pilot: | Last Flight Review or Equivalent: | | |
| Flight Time: | 2290 hours (Total, all aircraft), 955 hours (Total, this make and model), 2130 hours (Pilot In Command, all aircraft), 118 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N72415 |
| Model/Series: | TU206D TU206D | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | U2061399 |
| Landing Gear Type: | Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | 11/03/1986, Annual | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | 63 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 5721 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | TSIO-520-C |
| Registered Owner: | ORTSEIFEN A. JOHN | Rated Power: | 285 hp |
| Operator: | ORTSEIFEN A. JOHN | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0000 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 30 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 20 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 270° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 27° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | BISMARCK, ND (BIS) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 0905 CDT | Type of Airspace: | Class G |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | ROBERT B COLLINS | Report Date: | 10/07/1988 |
| Additional Participating Persons: | WEST EDWARDS; FARGO, ND | | |
| Publish Date: | | | |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).