



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LAKE CHARLES, LA	<b>Accident Number:</b>	FTW84LA179
<b>Date &amp; Time:</b>	04/01/1984, 1717 CST	<b>Registration:</b>	N7383N
<b>Aircraft:</b>	CESSNA U206G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 Minor, 3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACFT HIT A TREE AND A DITCH DURING A FORCED LANDING ON A ROAD AFTER THE ENGINE LOST POWER. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT THE THROTTLE ROD HAD DISCONNECTED FROM THE THROTTLE CONTROL ARM AT THE BOLT HOLE. THE HOLE HAD WORN THROUGH AND THE ROD HAD VIBRATED LOOSE. THE ACFT HAD A 100 HOUR INSPECTION ONLY 22 HOURS PRIOR TO THE ACCIDENT. THE WORN SURFACES HAD TAKEN LONGER THAN 22 HOURS TO REACH THEIR DEGREE OF WEAR. ALSO, THE THROTTLE CABLE HAD BEEN REPLACED AT 850 HOURS. THE ACFT NOW HAD 1188 HOURS TOTAL TIME. THE C-206 SERVICE MANUAL INDICATES THAT THE ENGINE CONTROLS AND LINKAGE ARE TO BE INSPECTED EVERY 100 HOURS. THE ENGINE WAS SUCCESSFULLY RUN AFTER INSTALLING A NEW THROTTLE ARM AND REPAIRING IMPACT DAMAGE.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (C) THROTTLE/POWER LEVER,TORQUE BOX - DISCONNECTED
2. (C) THROTTLE/POWER CONTROL - NOT MAINTAINED - OTHER MAINTENANCE PERSONNEL
3. (C) THROTTLE/POWER LEVER,BELLCRANK - WORN
4. (C) MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
5. (C) THROTTLE/POWER LEVER,BELLCRANK - FAILURE,TOTAL
6. (C) MAINTENANCE,100-HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

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

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

7. OBJECT - TREE(S)

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

8. TERRAIN CONDITION - DITCH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/28/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1242 hours (Total, all aircraft), 422 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7383N
<b>Model/Series:</b>	U206G U206G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	U20603644
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	02/08/1984, Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	22 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1188 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F-9
<b>Registered Owner:</b>	RICE, HUBERT L.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	RICE, HUBERT L.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LCH, 15 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1717 CST	Direction from Accident Site:	135°
Lowest Cloud Condition:	Scattered / 3800 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 5500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22° C / 12° C
Precipitation and Obscuration:			
Departure Point:	CORPUS CHRISTI, TX (CRP)	Type of Flight Plan Filed:	IFR
Destination:	LAFAYETTE, LA (LFT)	Type of Clearance:	IFR
Departure Time:	1500 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor, 3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	
Additional Participating Persons:	ARCHIE NEWBY; BATON ROUGE, LA		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).