



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

Findings

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, BELL CRANK - WORN
4. (C) MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
5. (C) THROTTLE/POWER LEVER, BELL CRANK - FAILURE, TOTAL
6. (C) MAINTENANCE, 100-HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

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

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

Findings

7. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

8. TERRAIN CONDITION - DITCH

Pilot Information

Certificate:	Private	Age:	57
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N7383N
Model/Series:	U206G U206G	Engines:	1 Reciprocating
Operator:	RICE, HUBERT L.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-F-9
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LCH, 15 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 5500 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 180°
Temperature:	22° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	CORPUS CHRISTI, TX (CRP)	Destination:	LAFAYETTE, LA (LFT)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): WARREN V WANDEL

Adopted 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 pubinq@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.