



# Aviation Investigation Final Report

<b>Location:</b>	ANGOLA, Indiana	<b>Accident Number:</b>	CHI85LA129
<b>Date &amp; Time:</b>	March 3, 1985, 22:30 Local	<b>Registration:</b>	N6173U
<b>Aircraft:</b>	CESSNA U206G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT OF THE ACFT BEGAN TO HAVE DIFFICULTY HOLDING ALT SHORTLY AFTER LEVEL-OFF AT 6000 FT MSL. HE STATED THAT IT SOUNDED LIKE THE ENG WAS FLOODING. HE BEGAN A FORCED DESCENT TO THE NEAREST SUITABLE AIRFIELD AND CROSSED OVER THE NDB FOR THAT FIELD AT 3000 FT MSL. DURING A TURN BACK TO THE RWY, THE WINGS AND WINDSCREEN BEGAN TO ICE UP. AT THIS POINT HE BEGAN TO LOSE ALT MORE RAPIDLY. AT ABOUT 20 FT ABOVE THE GROUND, AT 65 KIAS, THE LEFT WING DROPPED AND THE ACFT SETTLED TO THE GROUND SHORT OF THE RWY. THE PLT STATED THAT THE HEAVY SNOW HE HAD BEEN FLYING THROUGH MAY HAVE BLOCKED THE ENG INTAKE AIR FILTER, CAUSING THE ENG PWR LOSS.

## 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  
Phase of Operation: CRUISE - NORMAL

#### Findings

1. (C) WEATHER CONDITION - SNOW
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

- 3. (C) INDUCTION AIR CONTROL/SYSTEM - BLOCKED(PARTIAL)
- 4. (C) WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

-----

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

-----

Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

Findings

- 5. (F) WEATHER CONDITION - ICING CONDITIONS
- 6. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, 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>	
<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-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 12, 1983
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1236 hours (Total, all aircraft), 14 hours (Total, this make and model), 1047 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6173U
<b>Model/Series:</b>	U206G U206G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20605364
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	October 16, 1984 100 hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	87 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2587 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>		<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	KOKOMO AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	FWA ,801 ft msl	<b>Distance from Accident Site:</b>	80 Nautical Miles
<b>Observation Time:</b>	22:50 Local	<b>Direction from Accident Site:</b>	5°
<b>Lowest Cloud Condition:</b>	Unknown / 1000 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Overcast / 1000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	16 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	1°C / -2°C
<b>Precipitation and Obscuration:</b>	Moderate - None - Rain		
<b>Departure Point:</b>	MARSHALL , MI (5D8)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	KOKOMO , IN (OKK)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	22:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TRI-STATE STUBEN COUNTY ANQ	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	988 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	5	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor, 2 None	<b>Latitude, Longitude:</b>	41.639125,-84.999801(est)

## Administrative Information

**Investigator In Charge (IIC):** Benzon, Robert

**Additional Participating Persons:** DONALD HALES; SOUTH BEND , IN

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=13019>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).