



Aviation Investigation Final Report

Location:	SOUTH ST. PAUL, Minnesota	Accident Number:	CHI91DER01
Date & Time:	October 4, 1990, 12:15 Local	Registration:	N35889
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE PILOT REPORTED THAT SHORTLY AFTER TURNING CROSSWIND AT AN ALTITUDE OF 400 FEET ABOVE GROUND LEVEL, HE NOTED A CHANGE IN ENGINE NOISE, AND THE AIRPLANE STARTED TO SINK RAPIDLY. TROUBLESHOOTING REVEALED THAT THE SPIN PARACHUTE HAD INADVERTENTLY DEPLOYED. THE PILOT ATTEMPTED TO JETTISON THE PARACHUTE, BUT HE WAS UNSUCCESSFUL BECAUSE HE FOLLOWED PROCEDURES FOR A DIFFERENT DESIGN PARACHUTE. HE STATED THAT HE WAS LOSING ALTITUDE RAPIDLY, SO RATHER THAN ATTEMPT TO JETTISON AGAIN, HE CONCENTRATED ON MAKING A SUCCESSFUL FORCED LANDING. POST-ACCIDENT INVESTIGATION REVEALED THAT THE SAFETY PIN HAD WORKED LOOSE, ALLOWING THE PARACHUTE TO DEPLOY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADVERTENT DEPLOYMENT OF THE DRAG PARACHUTE. RELATED FACTORS ARE THE PILOT'S IMPROPER REMEDIAL ACTION, HABIT INTERFERENCE, AND THE REDUCED AIRCRAFT CONTROLLABILITY.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MISC EQPT/FURNISHINGS,PARACHUTE/DRAG CHUTE - DEPLOYED INADVERTENTLY
2. (F) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
3. (F) HABIT INTERFERENCE - PILOT IN COMMAND
4. MISC EQPT/FURNISHINGS,PARACHUTE/DRAG CHUTE - INCORRECT
5. (F) AIRCRAFT CONTROL - REDUCED
6. DESCENT - INADVERTENT - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

7. TERRAIN CONDITION - HIGH VEGETATION
8. TERRAIN CONDITION - GROUND
9. TOUCHDOWN - ABRUPT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	49, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 26, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5749 hours (Total, all aircraft), 1000 hours (Total, this make and model), 5582 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N35889
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U20302783
Landing Gear Type:	Amphibian	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550F
Registered Owner:		Rated Power:	300 Horsepower
Operator:	WIRAIRE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	INVER GROVE HGT, MN (NONE)	Type of Clearance:	None
Departure Time:	12:10 Local	Type of Airspace:	

Airport Information

Airport:	FLEMING FIELD D97	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	44.880153,-93.039398(est)

Administrative Information

Investigator In Charge (IIC): Campanello, Mikal

Additional Participating Persons:

Original Publish Date: December 14, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=14847>

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