



Aviation Investigation Final Report

Location:	MOLINA, Colorado	Accident Number:	DEN83LA135
Date & Time:	June 8, 1983, 14:18 Local	Registration:	N732ZQ
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT HAD LEVELED OFF AT 17500 FT MSL WHEN THE ENGINE MADE A DETONATING SOUND AND LOST POWER. MANIFOLD PRESSURE WENT TO ABOUT 12 INCHES. FUEL PRESSURE WAS NORMAL BUT THE CYLINDER HEAD TEMPERATURE FELL RAPIDLY. AT 9000 FT MSL THE ENGINE SURGED TO ABOUT 16 INCHES OF MANIFOLD PRESSURE. WHEN THE PILOT LEANED THE MIXTURE THE ENGINE VIBRATED SEVERELY SO THE PILOT SECURED THE ENGINE. POST ACCIDENT INVESTIGATION REVEALED THAT THE RUBBER HOSE FROM THE TURBOCHARGER COMPRESSOR DUCT TO THE THROTTLE BODY DUCT HAD SEPARATED.

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(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) EXHAUST SYSTEM, TURBOCHARGER - IMPROPER
2. (C) EXHAUST SYSTEM, TURBOCHARGER - LOOSE
3. (C) MAINTENANCE, INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
4. (C) EXHAUST SYSTEM, TURBOCHARGER - SEPARATION

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 19, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1263 hours (Total, all aircraft), 72 hours (Total, this make and model), 1171 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N732ZQ
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20604747
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 15, 1983 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	932 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	TSIO-520-M
Registered Owner:	GORDON ENGINEERING INC.	Rated Power:	285 Horsepower
Operator:	MONARCH AVIATION	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:	GJT ,4850 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	14:10 Local	Direction from Accident Site:	243°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	50 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRAND JUNCTION , CO (GJT)	Type of Flight Plan Filed:	None
Destination:	DENVER , CO (DEN)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Rough
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	

Administrative Information

Investigator In Charge (IIC): Winningham, Fred

**Additional Participating
Persons:**

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16089>

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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](#).