



# Aviation Investigation Final Report

<b>Location:</b>	GREYBULL, Wyoming	<b>Accident Number:</b>	DEN87LA009
<b>Date &amp; Time:</b>	October 24, 1986, 12:37 Local	<b>Registration:</b>	N6277Z
<b>Aircraft:</b>	CESSNA TU206G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT DEPARTED AURORA, CO AT 1000 EN ROUTE TO GREAT FALLS, MT AT 8000 FT MSL. AT 1237 THE PLT ADVISED WORLAND FSS THAT THE ENG HAD LOST POWER AND HE WAS GOING DOWN. THE PLT SAID THAT ON FINAL APCH HE HAD TO PULL UP TO AVOID POWER LINES. THE ACFT STALLED AND NOSED INTO GROUND. THE CRASH SITE WAS 5 MI EAST OF GREYBULL, WY. THE FUEL SELECTOR VALVE WAS POSITIONED ON THE LEFT TANK. THE LEFT TANK WAS FOUND TO BE EMPTY AND THE RIGHT TANK WAS FULL. THE ACFT HAS 2 FUEL TANKS, EACH HOLDS 46 GALS (44 USABLE). THE DISTANCE FROM AURORA TO GREYBULL IS APRX 354 NAUTICAL MI. TIME EN ROUTE WAS APRX 2 HRS, 37 MIN. THIS COMPUTES TO AVERAGE 136.2 KTS GROUND SPEED. PERFORMANCE CHART FOR 8000 FOOT PRESSURE ALT GIVES A NUMBER OF POWER SETTINGS THAT WILL YIELD AVERAGE FUEL CONSUMPTION RATES BETWEEN 10.3 AND 17.8 GPH AND AVERAGE TRUE AIRSPEED BETWEEN 111 AND 151 KTS.

## 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(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
2. (C) FUEL SYSTEM,SELECTOR/VALVE - NOT SWITCHED
3. (C) FUEL TANK SELECTOR POSITION - DELAYED - PILOT IN COMMAND
4. (C) FLUID,FUEL - STARVATION
5. (F) FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
6. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

7. (F) EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

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Occurrence #3: ABRUPT MANEUVER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

8. (F) OBJECT - WIRE,TRANSMISSION
9. (F) PULL-UP - PERFORMED - PILOT IN COMMAND
10. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

11. (F) TERRAIN CONDITION - OPEN FIELD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, 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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 11, 1985
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1406 hours (Total, all aircraft), 524 hours (Total, this make and model), 1386 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6277Z
<b>Model/Series:</b>	TU206G TU206G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20606211
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	26 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	26 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	TSIO-520-M
<b>Registered Owner:</b>	MICHAEL A. TAYLOR	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>		<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>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	WRL ,4245 ft msl	<b>Distance from Accident Site:</b>	34 Nautical Miles
<b>Observation Time:</b>	10:50 Local	<b>Direction from Accident Site:</b>	160°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	9°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ENGLEWOOD , CO (APA )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	GREAT FALLS , MT (GTF )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Airport advisory area;Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Vegetation
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	44.490139,-108.050407(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	STEVE MADDOX; HELENA , MT
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=17145">https://data.nts.gov/Docket?ProjectID=17145</a>

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