



# Aviation Investigation Final Report

<b>Location:</b>	SAINT GEORGE, Utah	<b>Accident Number:</b>	DEN88LA192
<b>Date &amp; Time:</b>	August 29, 1988, 07:30 Local	<b>Registration:</b>	N5028U
<b>Aircraft:</b>	CESSNA 206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

DRG THE LANDING ROLL, THE NOSE GEAR COLLAPSED, THEN THE ACFT VEERED OFF THE RWY, ENCTRD SOFT DIRT/GRAVEL TERRAIN & NOSED OVER. A POST-ACDNT INSPN REVEALED THAT TWO ATTACHING BOLTS ON THE LEFT SIDE OF THE NOSE GEAR YOKE HAD FAILED & THAT THE TWO BOLTS ON THE RIGHT SIDE WERE BENT. THE LEFT FORWARD BOLT HAD EVIDENCE OF A PREVIOUS CRACK, IN THAT THE FRACTURE AREA WAS DARK & RUSTED. THE LEFT REAR BOLT WAS STRAIGHT, BUT HAD FAILED AT THE THREAD BASE. THERE WAS EVIDENCE THE RIGHT ATTACHING BOLTS HAD BECOME BENT AS THE NOSE GEAR FORK COLLAPSED TO THE RIGHT.

## Probable Cause and Findings

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

### Findings

Occurrence #1: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

#### Findings

1. (C) LANDING GEAR, NOSE GEAR ATTACH POINT - FATIGUE

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

- 2. DIRECTIONAL CONTROL - NOT POSSIBLE
- 3. GROUND LOOP/SWERVE - UNCONTROLLED

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

- 4. (F) TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54, 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 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 29, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	443 hours (Total, all aircraft), 192 hours (Total, this make and model), 443 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5028U
<b>Model/Series:</b>	206 206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2060028
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 15, 1988 Annual	<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>	19 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7453 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-A
<b>Registered Owner:</b>	CROCK, ROBERT C	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	CROCK, ROBERT C.	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 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>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PAROWAN , UT (1L9 )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	(SGU )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:05 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SAINT GEORGE MUNI SGU	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2938 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6100 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.179641,-113.599166(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Collins, Robert
<b>Additional Participating Persons:</b>	RICHARD KARMAN; SALT LAKE CITY , UT MARION L CHILDERS; SALT LAKE CITY , UT
<b>Original Publish Date:</b>	July 3, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=17533">https://data.ntsb.gov/Docket?ProjectID=17533</a>

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