



Aviation Investigation Final Report

Location:	LAKE CHARLES, Louisiana	Accident Number:	FTW84LA179
Date & Time:	April 1, 1984, 17:17 Local	Registration:	N7383N
Aircraft:	CESSNA U206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT HIT A TREE AND A DITCH DURING A FORCED LANDING ON A ROAD AFTER THE ENGINE LOST POWER. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT THE THROTTLE ROD HAD DISCONNECTED FROM THE THROTTLE CONTROL ARM AT THE BOLT HOLE. THE HOLE HAD WORN THROUGH AND THE ROD HAD VIBRATED LOOSE. THE ACFT HAD A 100 HOUR INSPECTION ONLY 22 HOURS PRIOR TO THE ACCIDENT. THE WORN SURFACES HAD TAKEN LONGER THAN 22 HOURS TO REACH THEIR DEGREE OF WEAR. ALSO, THE THROTTLE CABLE HAD BEEN REPLACED AT 850 HOURS. THE ACFT NOW HAD 1188 HOURS TOTAL TIME. THE C-206 SERVICE MANUAL INDICATES THAT THE ENGINE CONTROLS AND LINKAGE ARE TO BE INSPECTED EVERY 100 HOURS. THE ENGINE WAS SUCCESSFULLY RUN AFTER INSTALLING A NEW THROTTLE ARM AND REPAIRING IMPACT DAMAGE.

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) THROTTLE/POWER LEVER,TORQUE BOX - DISCONNECTED
2. (C) THROTTLE/POWER CONTROL - NOT MAINTAINED - OTHER MAINTENANCE PERSONNEL
3. (C) THROTTLE/POWER LEVER,BELLCRANK - WORN
4. (C) MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
5. (C) THROTTLE/POWER LEVER,BELLCRANK - FAILURE,TOTAL
6. (C) MAINTENANCE,100-HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings
7. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings
8. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 28, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1242 hours (Total, all aircraft), 422 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7383N
Model/Series:	U206G U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	U20603644
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	February 8, 1984 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1188 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F-9
Registered Owner:	RICE, HUBERT L.	Rated Power:	300 Horsepower
Operator:		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:	LCH ,15 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	17:17 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Scattered / 3800 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CORPUS CHRISTI , TX (CRP)	Type of Flight Plan Filed:	IFR
Destination:	LAFAYETTE , LA (LFT)	Type of Clearance:	IFR
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
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:	2 Minor, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Wandel, Warren

Additional Participating Persons: ARCHIE NEWBY; BATON ROUGE , LA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21293>

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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](#).