



Aviation Investigation Final Report

Location:	TOMBALL, Texas	Accident Number:	FTW86LA071
Date & Time:	April 21, 1986, 18:10 Local	Registration:	N6272Z
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE FAILED TO FLARE THE AIRCRAFT WHEN HE TOUCHED DOWN DURING LANDING AT TOMBALL, TX. THE AIRCRAFT BOUNCED TWICE AND THE NOSEWHEEL DUG INTO THE DIRT STRIP CAUSING THE AIRCRAFT TO NOSEOVER.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (F) FLARE - NOT PERFORMED - PILOT IN COMMAND

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

Findings
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. (C) RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 27, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	512 hours (Total, all aircraft), 13 hours (Total, this make and model), 296 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 33 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6272Z
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20606209
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	February 7, 1986 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	36 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	496 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-M
Registered Owner:		Rated Power:	310 Horsepower
Operator:	CHARLES KAUFMANN	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:	DWH ,150 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	172°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUSTIN MILLER , TX (AUS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:31 Local	Type of Airspace:	Class G

Airport Information

Airport:	TOMBALL TMB	Runway Surface Type:	Grass/turf
Airport Elevation:	164 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2400 ft / 80 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Strand, S

Additional Participating Persons: DAVID F BITONTI; HOUSTON , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=22017>

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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](#).