



Aviation Investigation Final Report

Location:	MODESTO, California	Accident Number:	LAX84LA269
Date & Time:	April 24, 1984, 12:19 Local	Registration:	N9591G
Aircraft:	CESSNA U206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACFT DEPARTED AT 0950 HRS WITH 55 TO 60 GALS OF FUEL ON BOARD. AT 1219 HRS THE ACFT WAS CRUISING AT 6500 FT WHEN TOTAL POWER LOSS OCCURRED. THE PILOT ATTEMPTED A FORCED LANDING ON RWY 28 AT MODESTA CITY ARPT. PILOT WAS UNABLE TO FLY THE ACFT TO THE ARPT AND LANDED HARD ABOUT 300 FT SHORT OF THE RWY. EXAMINATION OF THE ACFT DISCLOSED FUEL STAINS TRAILING FROM THE FUEL CAPS TO THE TRAILING EDGES OF THE WINGS. THE FUEL CAPS WERE DETERMINED NOT TO BE SEATING PROPERLY AND ALLOWING FUEL TO SIPHON.

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

Findings

1. (C) FUEL SYSTEM,CAP - LOOSE
2. (C) FLUID,FUEL - SIPHONING
3. FLUID,FUEL - EXHAUSTION
4. (C) FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

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

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 6. STALL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 14, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1539 hours (Total, all aircraft), 43 hours (Total, this make and model), 1397 hours (Pilot In Command, all aircraft), 29 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

Aircraft Make:	CESSNA	Registration:	N9591G
Model/Series:	U206F U206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20601791
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	November 8, 1983 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1104 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	TATE, INC.	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:	MOD ,97 ft msl	Distance from Accident Site:	
Observation Time:	12:19 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HUNTINGTON BCH , CA (L16)	Type of Flight Plan Filed:	VFR
Destination:	WOODLAND , CA (041)	Type of Clearance:	VFR
Departure Time:	09:50 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	MODESTO CITY MOD	Runway Surface Type:	Dirt
Airport Elevation:	97 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	5911 ft / 150 ft	VFR Approach/Landing:	Forced 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:	37.630466,-120.969772(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=24242>

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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](#).