



Aviation Investigation Final Report

Location:	TAOHOMA, California	Accident Number:	LAX85LA331
Date & Time:	July 27, 1985, 18:20 Local	Registration:	N6277Z
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ON JULY 27, 1985 A FLOAT EQUIPPED CESSNA TU206G LANDED ON CHOPPY WATER, NOSED OVER AND SANK AT THE SEAPLANE BASE IN LAKE TAHOE, CA. THE PILOT AND 1 PASSENGER WERE NOT INJURED. WITNESSES REPORTED THAT TIME WATER CONDITIONS WERE MODERATE CHOP WITH WAVES 2 TO 5 FT IN HEIGHT AND 20 KNOT WINDS. THE PILOT STATED THAT THEN 5 TO 6 FT ABOVE THE WATER, THE SEAT SLID BACK CAUSING THE CONTROL YOKE TO COME BACK. THE TAIL NOSED OVER INTO THE WATER AND SANK.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (F) FUSELAGE,SEAT - NOT ENGAGED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - WATER,ROUGH
5. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
6. (F) WEATHER CONDITION - UNFAVORABLE WIND
7. (C) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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--w/ waivers/lim	Last FAA Medical Exam:	October 15, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	780 hours (Total, all aircraft), 500 hours (Total, this make and model), 740 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6277Z
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20606211
Landing Gear Type:	Amphibian; Float	Seats:	6
Date/Type of Last Inspection:	July 2, 1984 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	234 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	560 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-M
Registered Owner:	EDWARD GOHL	Rated Power:	310 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	9 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAN JOSE , CA (SJC)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	17:09 Local	Type of Airspace:	Class G

Airport Information

Airport:	HOMEWOOD Q74	Runway Surface Type:	Water
Airport Elevation:	6229 ft msl	Runway Surface Condition:	Water-choppy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	15000 ft / 400 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	EARL MORGAN; RENO , NV
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=24782

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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](#).