



Aviation Investigation Final Report

Location:	FLAGSTAFF, Arizona	Accident Number:	LAX86LA112
Date & Time:	February 7, 1986, 16:00 Local	Registration:	N5340X
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

WHILE RETURNING FROM GRAND CANYON, AZ, 14 CFR 135 SIGHTSEEING FLT TO SCOTTSDALE, AZ, THE PLT REPORTED THE ACFT EXPERIENCED A POWER LOSS; ALL OTHER INSTRUMENT INDICATIONS WERE NORMAL. THE PLT ENRICHED THE MIXTURE AND CHANGED FUEL TANKS BUT TO NO AVAIL. THE PLT ELECTED TO DIVERT TO PULLIAM ARPT (FLG), FLAGSTAFF, AZ. AFTER TURNING THE ACFT TOWARDS FLG SMOKE BEGAN TO ENTER THE CABIN AREA FROM BENEATH THE INST PANEL. AFTER SECURING ALL ELECTRICAL POWER THE SMOKE DIMINISHED MOMENTARILY. SHORTLY THEREAFTER THE ENGINE BEGAN TO LOSE MORE POWER AND THE CABIN BEGAN TO FILL UP WITH SMOKE. THE PILOT ELECTED TO LAND IN AN OPEN FLD. DURING THE LANDING ROLL, THE ACFT STRUCK 3 FENCE LINES AND A DIRT EMBANKMENT. EXAM OF THE ENGINE DSCLSD THE NO. 1 CYLINDER AFT ATTACH EXH STUDS HAD SHEARED OFF AND THE FWD STUDS ATTACH NUTS WERE LOOSE.

Probable Cause and Findings

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

Findings

Occurrence #1: FIRE/EXPLOSION
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) EXHAUST SYSTEM,STACK - LOOSE

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

2. (F) OBJECT - FENCE

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Airline transport; Private	Age:	24, 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):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 14, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1200 hours (Total, all aircraft), 45 hours (Total, this make and model), 1035 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5340X
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	820605658
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	55 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1800 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-M
Registered Owner:	LBS DISTRIBUTORS, INC.	Rated Power:	310 Horsepower
Operator:	SUPERSTITION AIR SERVICE	Operating Certificate(s) Held:	On-demand air taxi (135)
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:	FLG ,7012 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-1°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SCOTTSDALE , AZ (SDS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	PULLIAM FLG	Runway Surface Type:	Dirt
Airport Elevation:	7012 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	In-flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	35.22953,-111.719367(est)

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons: CHARLES R EICHOF; SCOTTSDALE , AR

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=25069>

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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](#).