



# Aviation Investigation Final Report

<b>Location:</b>	CHINLE, Arizona	<b>Accident Number:</b>	LAX87LA293
<b>Date &amp; Time:</b>	August 5, 1987, 07:30 Local	<b>Registration:</b>	N756UN
<b>Aircraft:</b>	CESSNA TU206G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

AT THE END OF A CROSS COUNTRY FLT, THE PLT REPORTED THAT ON THE FIRST ATTEMPT TO LAND ON A DIRT ROAD THE AIRSPEED AND ALT WERE HIGH SO HE ELECTED TO GO-AROUND. ON THE SECOND ATTEMPT THE APPROACH WAS TOO SLOW AND THE ACFT STALLED APRX 8 FT AGL. THE ACFT TOUCHED-DOWN AND BOUNCED. THE PLT ADDED PWR AND RETRACTED THE FLAPS IN AN ATTEMPT TO GO-AROUND, HOWEVER, THE ACFT BOUNCED SEVERAL TIMES OVER APRX 1000 FT OF ROUGH GROUND AND CAME TO REST NOSE DOWN IN A WASH.

## 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: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. (C) STALL - INADVERTENT - PILOT IN COMMAND
  3. (F) PLANNED APPROACH - POOR - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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Occurrence #3: NOSE DOWN  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 28, 1987
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	500 hours (Total, all aircraft), 351 hours (Total, this make and model), 413 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N756UN
<b>Model/Series:</b>	TU206G TU206G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20604368
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 27, 1987 100 hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	32 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1924 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-M
<b>Registered Owner:</b>	LEASCO	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	LARKIN, JAMES G.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ST GEORGE , UT (SGU)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CHINLE , AZ	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	36.229709,-109.569961(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	RUTH GRASEL; SCOTTSDALE , AZ
<b>Original Publish Date:</b>	October 6, 1988
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=25658">https://data.ntsb.gov/Docket?ProjectID=25658</a>

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