



Aviation Investigation Final Report

Location:	COARSEGOLD, California	Accident Number:	LAX88LA159
Date & Time:	April 13, 1988, 11:30 Local	Registration:	N735SU
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE AT CRUISE FLIGHT, THE ENGINE SURGED TWICE THEN QUIT. DURING THE EMERGENCY LANDING, THE AIRPLANE COLLIDED WITH THE TERRAIN. INSPECTION OF THE ENGINE REVEALED THAT THE NUMBER THREE CONNECTING ROD BROKE.

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) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	48, 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:	May 21, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	999 hours (Total, all aircraft), 829 hours (Total, this make and model), 999 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N735SU
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20604960
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	May 27, 1987 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	107 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1552 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-M
Registered Owner:	MASSIE, GEORGE T.	Rated Power:	310 Horsepower
Operator:	MASSIE, GEORGE T.	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:	FAT ,332 ft msl	Distance from Accident Site:	
Observation Time:	10:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLUMBIA , CA (022)	Type of Flight Plan Filed:	VFR
Destination:	FALLBROOK , CA (L18)	Type of Clearance:	VFR
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry;Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	37.170742,-119.710914(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	NORMAN WILKINS; FRESNO , CA JOHN WHITE; SAN DIEGO , CA
Original Publish Date:	July 21, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25986

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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](#).