



Aviation Investigation Final Report

Location:	PALO ALTO, California	Accident Number:	LAX88LA250
Date & Time:	July 9, 1988, 12:08 Local	Registration:	N6106U
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A LOCAL FLIGHT, THE PILOT NOTED THAT THE OIL PRESSURE WAS LOW. EN ROUTE TO THE AIRPORT, THE ENGINE QUIT. A FORCED LANDING WAS MADE ON A ROAD WHERE DURING THE LANDING THE AIRPLANE COLLIDED WITH TELEPHONE WIRES AND SUBSEQUENTLY THE TERRAIN. INSPECTION OF THE ENGINE REVEALED THAT THE GOVERNOR IDLER GEAR STUD THAT HOLDS THE IDLER GEAR IN PLACE WAS MISSING. THE GEAR WAS FLOATING FREELY IN A SMALL CAVITY AND WEARING A HOLE THROUGH THE HOUSING ON THE PROPELLER GOVERNOR. METAL WAS FOUND IN THE OIL PAN AND IN THE OIL FILTER. THE ENGINE OVERHAUL WAS COMPLETED 3 OPERATING HOURS PRIOR TO THE ACCIDENT.

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) PROPELLER SYSTEM/ACCESSORIES,GOVERNOR - FAILURE,PARTIAL
2. (C) MAINTENANCE,OVERHAUL - POOR - COMPANY MAINTENANCE PERSONNEL

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) OBJECT - WIRE, TRANSMISSION

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-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:	February 24, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6216 hours (Total, all aircraft), 2885 hours (Total, this make and model), 6057 hours (Pilot In Command, all aircraft), 92 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6106U
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	U20605323
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	3616 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2847 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-M
Registered Owner:	KOVACS, ELEMER	Rated Power:	310 Horsepower
Operator:	SPOKANE AIRWAYS INC.	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:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAN CARLOS , CA (SQL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class E

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	37.450553,-122.099906(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	ROGER SIGG; SAN JOSE , CA
Original Publish Date:	October 2, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26054

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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](#).