



Aviation Investigation Final Report

Location:	SATANTA, Kansas	Accident Number:	MKC84LA261
Date & Time:	August 24, 1984, 16:02 Local	Registration:	N1386V
Aircraft:	CESSNA U206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SELECTED 10 DEGREES OF FLAP FOR TAKEOFF WITH THE AIRCRAFT LOADED TO NEAR LIMITS FOR EXISTING CONDITIONS. THE AIRCRAFT BECAME AIRBORNE IN GROUND EFFECT AND WOULD NOT ACCELERATE TO FLYING SPEED, NECESSITATING A FORCED LANDING IN A SOYBEAN FIELD. POST-LANDING INVESTIGATION SHOWED THE FLAP SELECTOR IN THE 10 DEGREE DETENT BUT THE FLAPS FULL DOWN AT 40 DEGREES.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAXI

Findings

1. (C) FLT CONTROL SYST,WING FLAP CONTROL - FAILURE,PARTIAL
2. (F) FLT CONTROL SYST,WING FLAP CONTROL - FALSE INDICATION

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

Findings

3. (C) LOWERING OF FLAPS - NOT CORRECTED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. (F) AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - HIGH TERRAIN
7. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	38, 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-w/ waivers/lim	Last FAA Medical Exam:	April 16, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	330 hours (Total, all aircraft), 144 hours (Total, this make and model), 138 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1386V
Model/Series:	U206F U206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20602596
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	March 15, 1984 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	661 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F
Registered Owner:	O LAZY RANCH AND FARM	Rated Power:	285 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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SATANTA , KS	Type of Flight Plan Filed:	None
Destination:	WICHITA , KS (ICT)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	FARM STRIP	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
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 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	37.429107,-100.980621(est)

Administrative Information

Investigator In Charge (IIC):	Roth, Eugene
Additional Participating Persons:	ROBERT STRECKER; WICHITA , KS
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33781

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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](#).