



# Aviation Investigation Final Report

<b>Location:</b>	FAIRBANKS, Alaska	<b>Accident Number:</b>	ANC90FA097
<b>Date &amp; Time:</b>	June 26, 1990, 20:30 Local	<b>Registration:</b>	N7560G
<b>Aircraft:</b>	CESSNA 206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

WHILE IN CRUISE FLIGHT, THE PILOT-IN-COMMAND EXPERIENCED A COMPLETE MECHANICAL STOPPAGE OF THE POWERPLANT. HE WAS FORCED TO LAND IN A BURNED SECTION OF WOODLAND THAT HAD DEAD TREES SCATTERED THROUGHOUT AND ONTO ROUGH AND UNEVEN TUNDRA. SUBSEQUENT EXAMINATION OF THE ENGINE REVEALED THAT THE NUMBER 5 CYLINDER'S PISTON WRISTPIN HAD FAILED AND ALLOWED THE CONNECTING ROD TO SEPARATE FROM THE PISTON. THE CONNECTING ROD DAMAGED THE INTERNAL PORTIONS OF THE ENGINE CASE IN ITS PLANE OF ROTATION AND BY JAMMING INTO THE CASE CAUSED THE ENGINE TO STOP ROTATING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE WRISTPIN CAUSED THE SEPARATION OF THE CONNECTING ROD FROM THE PISTON AND SUBSEQUENT SEIZURE OF THE ENGINE. A FACTOR WAS UNAVAILABILITY OF A SUITABLE FORCED LANDING AREA.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE

### Findings

1. (C) ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL

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

Findings

- 2. (F) TERRAIN CONDITION - HIGH VEGETATION
- 3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

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Occurrence #3: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings

- 4. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	65, 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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Invalid Medical for flight	<b>Last FAA Medical Exam:</b>	June 22, 1988
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2000 hours (Total, all aircraft), 300 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7560G
<b>Model/Series:</b>	206 206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20604315
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	May 1, 1990 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	3500 lbs
<b>Time Since Last Inspection:</b>	76 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2926 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	BILL A. JONES	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<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>	30 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>		<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	20:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	NONE	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Kobelnyk, George

**Additional Participating Persons:**

**Original Publish Date:** November 9, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=5297>

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