



Aviation Investigation Final Report

Location:	MARIETTA, Georgia	Accident Number:	ATL83LA106
Date & Time:	February 14, 1983, 21:30 Local	Registration:	N756MZ
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTED THAT HE TOOK OFF TO PRACTICE ENGINE OUT PROCEDURES & TOUCH-AND-GO LANDINGS. TWO SUCCESSFUL TOUCH- AND-GO LANDINGS WERE EXECUTED, THE 1ST WITH 20 DEG OF FLAPS & THE 2ND WITH 10 DEG OF FLAPS. A 3RD ENGINE-OUT LANDING WAS INITIATED, BUT WITH NO FLAPS EXTENDED. ACCORDING TO THE PLT, THE APPROACH WAS NORMAL WITH A PROJECTED TOUCHDOWN 'ON THE NUMBERS.' AT ONE POINT ON THE APPROACH, THE AIRSPEED WAS NOTED TO BE 70 KTS. THE PLT'S OPERATING HANDBOOK CALLED FOR A NORMAL APPROACH SPEED OF 75 TO 85 KTS IN THE FLAPS UP CONFIGURATION. DURING THE FLARE, THE PLT FELT THE TAIL SLAM DOWN. HE TOOK OFF AGAIN, BUT NOTICED THAT THE CLIMB PERFORMANCE WAS SLUGGISH. A NORMAL LANDING WAS MADE. DURING A POST FLT CHECK, HE NOTICED THAT THE FUSELAGE WAS WRINKLED & THE HORIZONTAL STABILIZER WAS BENT.

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: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
3. (F) TOUCH-AND-GO - INITIATED - PILOT IN COMMAND
4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Gyroplane	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	March 14, 1980
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N756MZ
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20604212
Landing Gear Type:	Tricycle; High skid	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	TSIO-520M
Registered Owner:	C.E.R. WILLIAMSON	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	FTY ,840 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	21:50 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	MCCOLLUM 8A4	Runway Surface Type:	Asphalt
Airport Elevation:	1030 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4580 ft / 75 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.00024,-84.470069(est)

Administrative Information

Investigator In Charge (IIC): Ware, Elinor

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6011>

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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](#).