



Aviation Investigation Final Report

Location:	BUCYRUS, Ohio	Incident Number:	ATL86IA187
Date & Time:	July 6, 1986, 13:20 Local	Registration:	N29095
Aircraft:	CESSNA U206C	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

THE PLT WAS RETURNING TO THE AIRPORT AFTER TRANSPORTING SKYDIVERS TO ALTITUDE AND WHILE ON FINAL APRCH HE ALLOWED THE ACFT TO STALL & CRASH SHORT OF THE RWY.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
2. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 15, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3576 hours (Total, all aircraft), 597 hours (Total, this make and model), 3388 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N29095
Model/Series:	U206C U206C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U206-106B
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	April 3, 1986 Annual	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5926 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-F4
Registered Owner:		Rated Power:	285 Horsepower
Operator:	ROBERT A. CICOLANI	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:	Scattered / 4000 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BUCYRUS , OH (17G)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	PORT BUCYRUS 17G	Runway Surface Type:	Asphalt
Airport Elevation:	1008 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2550 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.800045,-82.969558(est)

Administrative Information

Investigator In Charge (IIC):	Henderson, Dennis
Additional Participating Persons:	ROBERT HARRIS; CLEVELAND , OH
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=7019

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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](#).