



Aviation Investigation Final Report

Location:	FRANKLIN, California	Accident Number:	LAX83LVG05
Date & Time:	December 23, 1982, 10:08 Local	Registration:	N59263
Aircraft:	CESSNA TU206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

FINAL APPROACH WAS SLIGHTLY HIGH & THE STUDENT PLT REDUCED POWER. AS THE THROTTLE WAS ADVANCED FROM 1400 RPM THE ENG QUIT. THE ACFT TOUCHED DOWN APPROXIMATELY 300 FT SHORT OF THE RWY & ROLLED INTO A FENCE. THE FENCE CAUGHT THE NOSE GEAR & TURNED THE ACFT SLIGHTLY TO THE LEFT. THE RIGHT WING TIP STRUCK THE GROUND & THE ACFT SLOWLY ROLLED OVER ONTO ITS BACK. THE ACFT WAS SOLD FOR SALVAGE BEFORE AN EXAMINATION OF THE ENG & ACFT COULD BE MADE.

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
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 27, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3128 hours (Total, all aircraft), 85 hours (Total, this make and model), 3096 hours (Pilot In Command, all aircraft), 283 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N59263
Model/Series:	TU206F TU206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U20602640
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	48 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1752 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-C-3
Registered Owner:	W.D. CORNWELL	Rated Power:	285 Horsepower
Operator:	RONALD C. FOSTER	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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	10:08 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	40 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	60°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SACRAMENTO , CA (SAC)	Type of Flight Plan Filed:	None
Destination:	SACRAMENTO , CA (SAC)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	

Airport Information

Airport:	FRANKLIN FIELD Q53	Runway Surface Type:	Concrete
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	Practice
Runway Length/Width:	3110 ft / 60 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 None	Latitude, Longitude:	38.429183,-121.50975(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: December 23, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70746>

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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](#).