



Aviation Investigation Final Report

Location:	HOOD RIVER, Oregon	Accident Number:	SEA82FYM21
Date & Time:	July 17, 1982, 13:35 Local	Registration:	N756XW
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ENG FAILED AS THE PLT SWITCHED FROM THE LEFT TO RIGHT TANK WHILE TURNING BASE. HE TURNED ON THE BOOST PUMP BUT THE ENG DID NOT START. HE SWITCHED BACK TO THE LEFT TANK & TURNED ON THE HIGH BOOST. THE ENG FAILED TO START & THE ACFT CRASHED INTO AN APPLE ORCHARD. THE PASSENGER (ALSO A PLT) STATED THAT THE PLT ATTEMPTED TO START THE ENG WITH FULL THROTTLE, FULL MIXTURE & BOOST PUMP ON. IN THIS MODEL ACFT, IF THE ENG-DRIVEN FUEL PUMP IS FUNCTIONING & THE AUX PUMP SWITCH IS PLACED IN THE ON POSITION, AN EXCESSIVELY RICH FUEL/AIR RATIO IS PRODUCED UNLESS THE MIXTURE IS LEANED.

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(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (F) FLUID,FUEL - STARVATION
2. (C) EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
3. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

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

Findings

4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	31, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 23, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3157 hours (Total, all aircraft), 105 hours (Total, this make and model), 3134 hours (Pilot In Command, all aircraft), 112 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N756XW
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U20604447
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	815 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520
Registered Owner:	RUSSELL O. WAGNER	Rated Power:	300 Horsepower
Operator:	RUSSELL O. WAGNER	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:	PDX	Distance from Accident Site:	
Observation Time:	08:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 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:	75°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HILLSBORO , OR	Type of Flight Plan Filed:	None
Destination:	ATLANTA , GA (ATL)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	HOOD RIVER 4S2	Runway Surface Type:	Macadam
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	
Runway Length/Width:	3000 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	45.609645,-121.580276(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 17, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=71074>

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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](#).