



Aviation Investigation Final Report

Location:	KEMMERER, Wyoming	Accident Number:	DEN82DA196
Date & Time:	September 15, 1982, 16:03 Local	Registration:	N8317Q
Aircraft:	CESSNA U206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE AIRCRAFT LOST POWER AFTER TAKEOFF IN A LARGE FIELD. DURING THE LANDING ROLL, THE AIRCRAFT CROSSED A DIRT ROAD THAT CROSSED THE FIELD, THE NOSE GEAR FAILED AND THE AIRCRAFT NOSED OVER. A SECTION OF ALUMINUM FROM THE AIR INDUCTION BOX WAS MISSING. ALUMINUM WAS FOUND IN THE ENGINE.

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) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM, RAM AIR/INDUCTION AIR - FAILURE, PARTIAL

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

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

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	October 24, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1524 hours (Total, all aircraft), 257 hours (Total, this make and model), 1415 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8317Q
Model/Series:	U206F U206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U20603178
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	69 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1461 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520F-9
Registered Owner:	FBN LEASING CORPORATION	Rated Power:	300 Horsepower
Operator:	AIR EXPRESS CORPORATION	Operating Certificate(s) Held:	On-demand air taxi (135)
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:	RKS	Distance from Accident Site:	78 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	85°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	40 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	64°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KEMMERER , WY (EMM)	Type of Flight Plan Filed:	VFR
Destination:	SALT LAKE CITY , UT (SLC)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:	KEMMERER MUNICIPAL EMM	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Straight-in

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:	41.77983,-110.550819(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: September 15, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=71240>

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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](#).