



Aviation Investigation Final Report

Location:	WINTERS, California	Accident Number:	LAX82DA126
Date & Time:	April 1, 1982, 15:15 Local	Registration:	N35919
Aircraft:	CESSNA 206-F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER TAKEOFF AS THE AIRCRAFT CLIMBED THROUGH 550 FEET AGL THE ENGINE LOST POWER. THE PILOT ATTEMPTED TO TURN THE AIRCRAFT AROUND AND LAND ON A TAXIWAY BUT LANDED IN A SOFT AREA NEAR IT. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT SLID ACROSS THE TAXIWAY AND CAME TO A STOP. INVESTIGATION REVEALED THE FUEL CAP ON THE RIGHT WING WAS NOT PROPERLY SECURED AND A CONSIDERABLE AMOUNT OF FUEL IN THE RIGHT FUEL TANK. IN ADDITION THE AIRCRAFT HAD SAT OUT IN SEVERAL SEVERE RAINSTORMS FOR OVER A PERIOD OF A MONTH.

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: CLIMB - TO CRUISE

Findings

1. (C) FUEL SYSTEM,CAP - LOOSE
 2. (C) FLUID,FUEL - WATER
 3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - SOFT
5. (F) LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	48, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 21, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	17096 hours (Total, all aircraft), 516 hours (Total, this make and model), 9999 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N35919
Model/Series:	206-F 206-F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U20602799
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	102 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1843 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F
Registered Owner:	HOWARD ZANDERS	Rated Power:	300 Horsepower
Operator:	HOWARD ZANDERS	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:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	60°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WINTERS , CA (2Q3)	Type of Flight Plan Filed:	None
Destination:	SACRAMENTO , CA	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	

Airport Information

Airport:	YOLO COUNTY 2Q3	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	None

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:	38.559276,-121.990348(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: April 1, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=73078>

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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](#).