



Aviation Investigation Final Report

Location:	Titusville, Florida	Accident Number:	ERA15CA302
Date & Time:	August 9, 2015, 10:55 Local	Registration:	N206DZ
Aircraft:	Cessna 206G	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

The pilot stated that he was conducting a skydiver "jump run", and prior to letting the skydivers out the radio squelch interrupter failed causing a constant static noise. After letting the skydivers out over the airport the pilot set up the descent based on the winds acquired for the previous landing on runway 22. As he circled for landing the manifold pressure indication "dropped off" to zero. The pilot was unsure if he had a partial power loss or a gauge failure. He could not hear or feel the engine indications because of the static noise on the radio squelch and descent profile, so he committed to a power off glide path for his approach. The pilot stated that the airplanes approach speed was about 100 knots prior to the threshold for landing. The airplane touched down beyond the threshold and as the pilot applied full braking the airplane "ballooned" back into the air. The pilot attempted to stop the airplane but was unsuccessful and exited the runway, coming to rest after colliding with a ditch.

An examination of the airplane revealed that the empennage and firewall was buckled during the landing sequence. The airplane was equipped with a JPI engine monitor and review of the data did not reveal a loss in engine power during the flight.

The wind reported from a nearby weather station revealed that winds were 010 degrees at 6 knots at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's landing with a tailwind at an excessive speed, which resulted in a runway excursion, and collision with a ditch.

Findings

Aircraft	Airspeed - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot
Environmental issues	Tailwind - Contributed to outcome

Factual Information

History of Flight

Approach	Miscellaneous/other
Landing-landing roll	Runway excursion (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Private	Age:	37
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Lap only
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	November 5, 2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 16, 2015
Flight Time:	(Estimated) 1211 hours (Total, all aircraft), 89 hours (Total, this make and model), 1014 hours (Pilot In Command, all aircraft), 89 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N206DZ
Model/Series:	206G	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	206-0185
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	August 5, 2015 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	14971 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	IO-550-F
Registered Owner:	NARDI GREG	Rated Power:	300 Horsepower
Operator:	Skydive Space Center	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TTS,8 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	10:58 Local	Direction from Accident Site:	94°
Lowest Cloud Condition:	Scattered / 1900 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	30°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Titusville, FL (X21)	Type of Flight Plan Filed:	None
Destination:	Titusville, FL (X21)	Type of Clearance:	VFR flight following
Departure Time:	10:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	Arthur Dunn Airpark X21	Runway Surface Type:	Grass/turf
Airport Elevation:	30 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	1805 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	28.622499,-80.835281(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Christopher Roth; FAA; Orlando, FL
Original Publish Date:	December 3, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=91735

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).