



National Transportation Safety Board Aviation Accident Final Report

Location:	JENKINSBURG, GA	Accident Number:	ATL85MA286
Date & Time:	09/29/1985, 1230 EDT	Registration:	N551CC
Aircraft:	CESSNA 208	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	17 Fatal
Flight Conducted Under:	Part 91: General Aviation - Skydiving		

Analysis

AS THE PLT & 16 JUMPERS DEPTD ON A SKYDIVING FLT, THE ENG LOST PWR AT APRX 300' AGL. THE ACFT THEN BANKED STEEPLY LEFT, SPIRALED IN A STEEP NOSE DWN ATTITUDE & CRASHED. AN EXAM REVEALED FUEL IN THE TANKS WAS CONTAMINATED WITH WTR & FOREIGN MATERIAL WITH THE APPEARANCE OF BROWN ALGAE. MILKY FLUID (APRX 65% JET FUEL & 34% WTR) WAS FND IN THE ENG FUEL CONTROL, AS WELL AS IRON CONTAMINANTS. DARK STRINGY MATERIAL WAS FND IN THE FUEL FILTERS. THE ACFT HAD BEEN REFUELED FM 55 GAL DRUMS WHICH CONTAINED CONTAMINATED FUEL. THE DRUMS WERE STORED UPRIGHT & RAIN WATER COULD LEAK THRU THE FILLER CAPS. N551CC HAD A HISTORY OF FUEL CONTAMINATION WHICH ON OCCASIONS CAUSED THE FUEL BYPASS INDICATOR TO DISPLAY. RPRTDLY, THE STALL WARNING CIRCUIT BRKR HAD BEEN DISENGAGED ON OTHER OCCASIONS, SO AS NOT TO STARTLE THE JUMPERS; HOWEVER, DUE TO DMG, ITS PREIMPACT PSN COULD NOT BE VERIFIED. ACFT WAS ESTD TO BE 370 LBS OVR ITS MAX WT LMT & 1' FWD OF THE CG LMT. THE 9 PAX SEATS HAD BEEN RMVD TO HAUL UP TO 18 JUMPERS. PAX SEAT BELTS WERE NOT USED. LACK OF FAA SURVEILLANCE WAS NOTED.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - COMPANY/OPERATOR MANAGEMENT
2. (F) FUEL SYSTEM - CONTAMINATION
3. FUEL SYSTEM,FILTER - BLOCKED(PARTIAL)
4. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - COMPANY/OPERATOR MANAGEMENT
5. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
6. (C) FLUID,FUEL - CONTAMINATION
7. (C) FLUID,FUEL - WATER

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

8. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
9. (F) ELECTRICAL SYSTEM,CIRCUIT BREAKER - NOT ENGAGED
10. (F) WARNING SYSTEM(OTHER) - DISABLED
11. (F) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
12. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
13. (C) STALL - INADVERTENT - PILOT IN COMMAND
14. (C) SPIRAL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

15. SEAT BELT - NOT USED - PASSENGER

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/29/1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4907 hours (Total, all aircraft), 4308 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N551CC
Model/Series:	208 208	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20800017
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	09/10/1985, AAIP	Certified Max Gross Wt.:	7300 lbs
Time Since Last Inspection:	42 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	350 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-114
Registered Owner:		Rated Power:	600 hp
Operator:		Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1230	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26 ° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 EDT	Type of Airspace:	Class G

Airport Information

Airport:	WEST WIND SPORT PARACHUTE	Runway Surface Type:	Grass/turf
Airport Elevation:	740 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3170 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	16 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	17 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	
Additional Participating Persons:	FRANCIS M DEJOSEPH; ATLANTA, GA JOE RICHARDS; ATLANTA, GA ANSON E LANG; ATLANTA, GA ROBERT A WHITE; WICHITA, KS		
Publish Date:	10/17/2016		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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