



Beechcraft

BY TEXTRON AVIATION

Air Safety Investigations Aircraft Incident/Accident Technical Report

Aircraft Incident/ Accident Information	Year: 1977	Make: Cessna	Model: TU206G
	Serial number: U20604105		Registration: N27GP
Location: Orlando, FL		Date: 03-12-25	Time: 1450 EDT
Aircraft Owner		Aircraft Operator	
GPI Geospatial Inc. 3051 E. Livingston St. Ste. 300 Orlando, FL 32803-5045		Cesar Suarez Abreu Sr. Davenport, FL 33897	
Report Information			
Senior Air Safety Investigator: Ernest C. Hall		Report #: ASI-25-BB-T	Report date: 08-19-25

Airframe

Impact Sequence and Airframe Structure

The left and right wings, the left and right horizontal stabilizers, and the vertical stabilizer were removed during recovery efforts.

Reviewing the FAA onsite photographs, the left wing outboard of the wing strut to the wing tip exhibited leading edge aft and up crush damage. Between the flap and aileron to the wing tip, the wing was partially impact separated. The left wing remained attached to the fuselage attachment points. The left-wing strut remained attached to the wing and the fuselage. The left wing from the leading edge aft to the trailing edge was canted down impinging the left cockpit door and the wing trailing edge was pushed into the cabin area at the left cockpit aft door post. The fuselage skin from the left cockpit door to about the rear cabin window down to the cabin floor was buckled into the cabin area.



Cropped – Courtesy of the FAA – Left Wing



Cropped – Courtesy of the FAA – Left Wing, Left Fuselage

The right wing and wing strut remained attached to the fuselage attachment points and exhibited minimal damage. The vertical stabilizer and the left and right horizontal stabilizers remained attached to their respective fuselage attachment points and exhibited minimal damage.



Cropped – Courtesy of the FAA – Right Wing, Vertical Stabilizer and Right Horizontal Stabilizer



Cropped – Courtesy of the FAA – Left and Right Horizontal Stabilizer and Vertical Stabilizer

Airframe Systems

Flight Control System Information		
Control lock: Not installed		
Flight Control Cable Continuity		
Ailerons: See below	Elevators: See below	Rudder: See below
Aileron tab: Not applicable	Elevator tab: See below	Rudder tab: Not applicable
Flap and Trim Positions		
Flap indicator: See below	Flap handle: See below	Flap actuator: Not examined
Elevator trim: Indicator: See below	Actuator: Not examined	
Rudder trim: Indicator: See below	Actuator: Not examined	

Remarks:

The NTSB-IIC elected not to examine the aircraft flight control systems nor other airframe systems except the fuel feed and fuel vent systems.

After recovery, the cockpit flap handle was found in the approximate mid-position and the cockpit flap mechanical needle was found in the UP position. The elevator cockpit trim indicator needle was found in the full nose UP position. The cockpit rudder trim indicator needle was found just to the right of center/neutral.

Airframe Fuel System Condition, Controls, and Read Outs		
Fuel strainer screen: See below	Fuel strainer bowl: See below	
Main fuel tank gauge: Left: Empty	Right: Empty	
Fuel selector handle: See below	Fuel selector valve: See below	Fuel boost pump: Off

Remarks:

According to the FAA, about 30 gallons of aviation fuel spilled from the left wing and about 70 gallons of aviation fuel remained contained within the aircraft at the accident location.

The fuel selector handle, after recovery, was found in the approximate OFF position.



ASI-25-BB-032 – Fuel Selector Handle After Recovery



Courtesy of the FAA – Fuel Selector Handle Onsite

The left- and right-wing fuel tank strainers were found to be clean and unobstructed. The fuel vent system was found to be unobstructed. The left-wing root main fuel line to the fuel line downstream of the fuel strainer bowl was found to be unobstructed and contained aviation fuel consistent with 100LL. A fuel sample was taken from the fuel strainer bowl which confirmed no water was present with the use of water detection paste. The fuel strainer bowl and filter were not removed.

The STC tip tanks (15 gallons/14.9 gallons useable) fuel indicators both read empty/0. The left and right tip tank fuel pump switches were found in the OFF position.



Cropped – ASI-25-BB-064 – STC Wing Tip Fuel Tank Indicators and Pump Switches

Landing Gear System Condition and Controls			
Gear position:	Nose: Fixed	Left: Fixed	Right: Fixed
Environmental System Controls and Read Outs			
Cabin heater: OFF	Cabin vent: Open	Defrost: Open	
Air conditioner: Not applicable	Oxygen system: Not applicable	Oxygen quantity: Not applicable	
Icing System Information and Switches			
Certified into known icing? No		De-icing boots installed? No	
Pitot heat: Off		Stall heat: Not applicable	
Anti-ice:	Surface: Not applicable	Propeller: Not applicable	Windshield: Not applicable
ELT Information			
Installed? Yes	Manufacturer: Cessna	Model: C589511-0117	Type: Undetermined
Serial number: Undetermined	Battery due date: Undetermined	Armed: Undetermined	Activated: No

Remarks:

The ELT information was obtained from the NTSB 6120.1 form.

Cabin and Equipment/Furnishings

Restraint System Information						
Seat	Occupied	Restraint type	Restraint used	Condition	Manufacturer	2nd seat stop
1	Yes	3-Point	Yes	Good condition	Undetermined	Yes
2	Yes	3-Point	Yes	Good condition	Undetermined	No
3	No	Undetermined	No	Not examined	Undetermined	Not applicable

Seat Condition Information					
Seat	Orientation	Feet intact	Back intact	Base intact	Rail intact
1	Forward facing	Yes	Yes	Yes	Yes
2	Forward facing	Yes	Yes	Yes	Yes
3	Forward facing	Yes	Yes	Yes	Not applicable

Remarks:

The aircraft was equipped with an STC/337 installed third seat. The seat was in the center of the aft cabin in line with the rear aft baggage door.



Cropped - ASI-25-BB-068 – STC/337 Third Installed Seat

Instrument Panel

Navigation Instruments							
Analog primary instruments				Autopilot type: S-Tec			
Suction gage: 0		Magnetic compass: Undetermined		Clock: Undetermined			
	Left side				Left side		
Airspeed:	0			Turn coordinator (airplane):	Level		
Attitude (pitch):	Right ~60°			Turn coordinator (ball):	Level		
Attitude (roll):	Decending ~5°			Heading indicator:	Undetermined		
Altimeter:	~200'			Heading "bug":	Undetermined		
Altimeter setting:	30.04 inHg			Vertical speed indicator:	~0		
Communication and Navigation Radios							
Radio	Control	Active frequency	Stand-by frequency	Radio	Control	Active frequency	Stand-by frequency
Com 1:	Undetermined	Undetermined	Undetermined	Com 2:	Undetermined	Undetermined	Undetermined
Nav 1:	Undetermined	Undetermined	Undetermined	Nav 2:	Undetermined	Undetermined	Undetermined
Obs 1:	Undetermined			Obs 2:	Undetermined		
Transponder:	Mode: Undetermined		Active code: Undetermined		Stand-by code: Undetermined		
Electrical Switch Positions							
Master battery: Off		Master alternator: Off		Avionics 1: Off			
				Avionics 2: Off			
Lighting Switch Positions							
Navigation: Off		Rotating Beacon: On		Landing: Off			
Taxi: On		Strobe: Off		Instrument: Undetermined			
Ignition Switch Position							
Key: Off							

Remarks:

None

Powerplant Description

Engine Instruments						
Hour meter:	893.8	Tach RPM:	Undetermined	Tach hours:	206.7	
Oil press:	0	Oil temp:	0	EGT:	Digital	
Fuel press:	0	Fuel flow:	0	Ammeter:	Undetermined	
				Voltmeter:	Undetermined	
Engine Control Positions						
	Cockpit	Engine		Cockpit	Engine	
Throttle:	Pulled out	Undetermined	Cowl flaps:	Open	Open	
Mixture:	Pushed in	Undetermined	Alternate air:	Undetermined	Undetermined	
Propeller:	Pulled out	Undetermined	Primer:	Undetermined		
Engine Condition						
Engine attached to airframe:			Yes			
Propeller attached to engine:			Yes			
Engine compression:			See below			
Valve train continuity:			See below			
Vacuum pump drive shaft:			See below			
Engine Fuel System Condition						
Fuel pump drive shaft:			See below			
Fuel control inlet screen:			Undetermined			
Fuel manifold valve screen:			Undetermined			
Fuel injectors:			See below			
Magneto Condition						
Left magneto attached:			Yes			
Right magneto attached:			Yes			
Left magneto spark:			See below			
Right magneto spark:			See below			
Spark Plug Condition (per Champion Check-A-Plug Card)						
	1	2	3	4	5	6
Top	Not examined	Not examined	Not examined	Not examined	Not examined	Not examined
Bottom	Not examined	Not examined	Not examined	Not examined	Not examined	Not examined

Remarks:

A small fuel container of aviation fuel 100LL was plumbed into the right-wing root main fuel feed line. The system was primed, and the engine started and operated up to about 1,700 RPM. The bent propeller blade created enough vibration to shake the aircraft which prevented safely operating the engine at a higher RPM.



ASI-25-BB-081 – Small Fuel Container with Aviation Gasoline 100LL Plumbed to Right Wing Root

Propeller

All three blades were unmarkable, but one of the three blades was slightly bent toward the non-camber side. Two of the blades exhibited tip leading edge polishing.

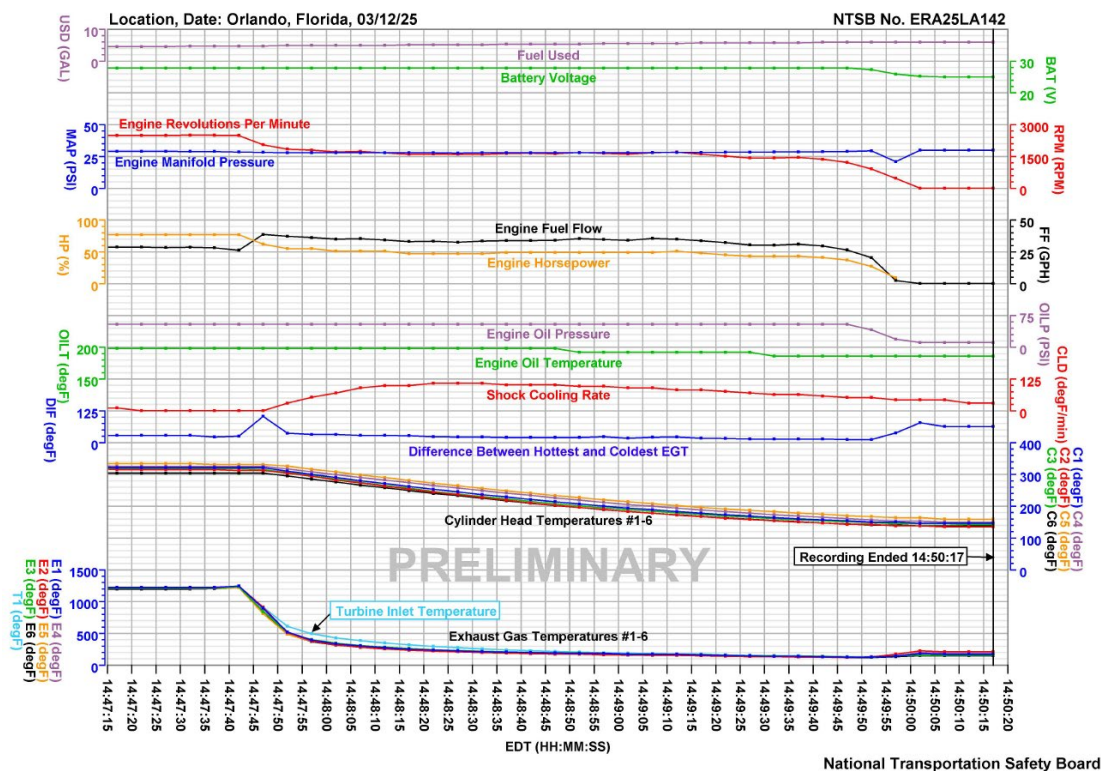


ASI-25-BB-006 – 3-Blade Propeller

Research & Testing

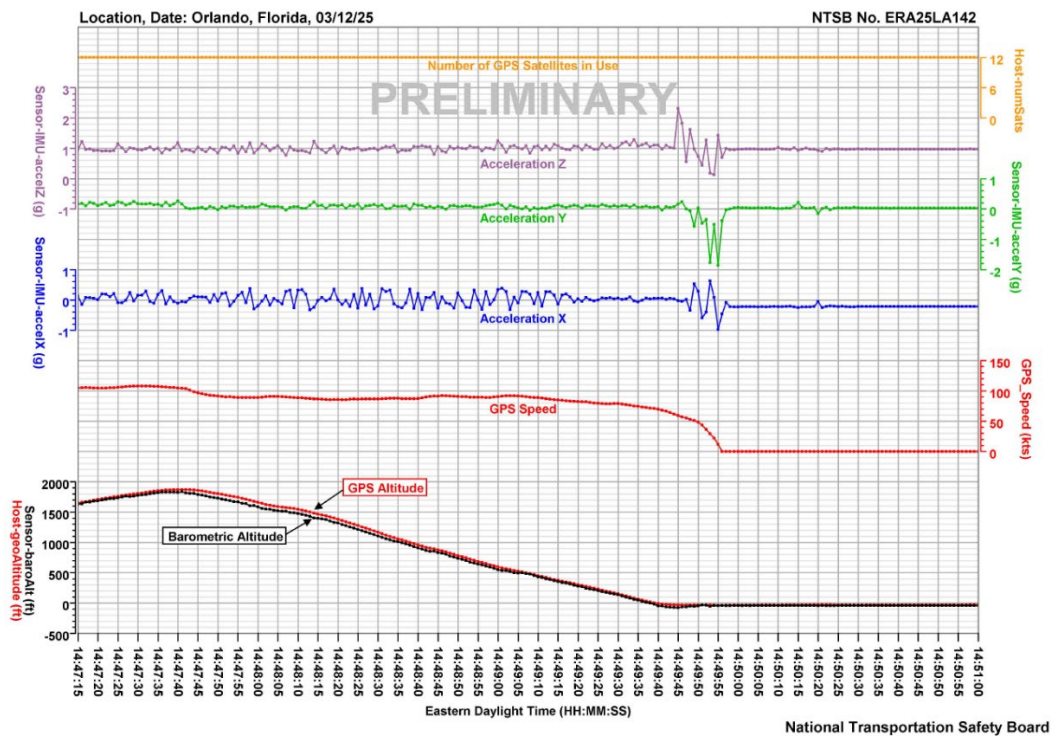
The NTSB retained the JPI EGT-730 and downloaded the memory. The NTSB sent a preliminary plot of the JPI data to the party members.

GPI GEOSPATIAL INC, Cessna TU206G, N27GP



NTSB – Preliminary Plots

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