



National Transportation Safety Board Aviation Accident Data Summary

Location:	EDISON, WA	Accident Number:	SEA99LA046
Date & Time:	04/02/1999, 1425 PST	Registration:	N8464K
Aircraft:	Cessna 205	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Shortly after takeoff, and while cruising at 3,000 feet (mean sea level) over Samish Bay, the Cessna 205's Continental IO-470-S engine ceased developing power. With the propeller continuing to windmill, and only muddy fields available, the pilot initiated a forced landing to a north/south paved road at the south end of the bay. The pilot, observing power lines along the west side of the road, landed along the east side. During the landing roll the left wing impacted a sign. With the pilot being unable to maintain directional control of the aircraft following the sign impact, the aircraft departed the left side of the road into a deep ditch. Post-crash examination of the engine revealed that the crankshaft had separated at the number six cheek. Metallurgical examination of the crankshaft revealed that a large area in the central portion of number six cheek fracture surface displayed a smooth texture and contained multiple crack arrest features, characteristic of fatigue progression originating at the outboard flat surface of the crankcheek, approximately at the mid point between the horizontal centerlines for the main and rod journals. No further determination could be made regarding the initiating condition of the fatigue due to post-separation heat and mechanical damage to the fracture features.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power due to fatigue of the number six crankcheek resulting in crankshaft separation, and the lack of suitable terrain. Contributing factors were the sign and the ditch.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
2. (C) ENGINE ASSEMBLY, CRANKSHAFT - SEPARATION

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - SIGN

- 4. (C) TERRAIN CONDITION - NONE SUITABLE
- 5. (F) TERRAIN CONDITION - DITCH
- 6. OBJECT - WIRE, TRANSMISSION

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	333 hours (Total, all aircraft), 197 hours (Total, this make and model), 281 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8464K
Model/Series:	205 205	Engines:	1 Reciprocating
Operator:	ZOSEL, PAUL, J.	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470-S
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BLI, 166 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 7000 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 270°
Temperature:	9°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	BELLINGHAM, WA (BLI)	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): STEVEN A MCCREARY

Adopted Date: 03/31/2000

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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