



National Transportation Safety Board Aviation Accident Final Report

Location:	ANDERSON, IN	Accident Number:	CHI90LA147
Date & Time:	06/02/1990, 0730 EST	Registration:	N8215Z
Aircraft:	CESSNA C205	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT STATED THAT, WHILE IN CRUISE FLIGHT IN IFR CONDITIONS AND MODERATE RAIN, THE AIRCRAFT EXPERIENCED A COMPLETE LOSS OF ENGINE POWER. ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL, AND A FORCED LANDING WAS PERFORMED. THE AIRCRAFT TRAVELED OVER A SLIGHT EMBANKMENT, THE NOSE WHEEL DUG INTO THE GROUND AND THE AIRCRAFT NOSED OVER. POST-ACCIDENT EXAMINATION OF THE ENGINE, ITS ACCESSORIES, AND THE FUEL SYSTEM REVEALED NO EVIDENCE OF PRE-IMPACT MECHANICAL MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S ENCOUNTER WITH UNSUITABLE TERRAIN DURING THE LANDING ROLL AFTER A FORCED LANDING. CONTRIBUTING FACTORS IN THIS ACCIDENT WERE THE TOTAL POWERPLANT FAILURE AND THE IFR WEATHER CONDITIONS WHICH LIMITED THE LANDING SITE SELECTION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (C) WEATHER CONDITION - LOW CEILING
3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - GRASS
5. (F) TERRAIN CONDITION - ROUGH/UNEVEN
6. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/16/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	389 hours (Total, all aircraft), 7 hours (Total, this make and model), 358 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8215Z
Model/Series:	C205 C205	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	205-0215
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/04/1990, Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	80 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3894 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-S
Registered Owner:	HILL'S AVIATION, INC.	Rated Power:	260 hp
Operator:	HILL'S AVIATION, INC.	Operating Certificate(s) Held:	None

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:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16° C
Precipitation and Obscuration:			
Departure Point:	MT. STERLING, KY (013)	Type of Flight Plan Filed:	IFR
Destination:	CHICAGO, IL (CGX)	Type of Clearance:	IFR
Departure Time:	0645 EST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JODI L REEVES	Report Date:	09/15/1992
Additional Participating Persons:	A MICHAELS		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).