



National Transportation Safety Board Aviation Accident Final Report

Location:	WADSWORTH, OH	Accident Number:	CHI82FA110
Date & Time:	04/02/1982, 1010 EST	Registration:	N7599P
Aircraft:	CESSNA 210N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

WHILE DESCENDING THROUGH ABOUT 4500 FT MSL, THE PILOT HEARD A RATTLING SOUND IN THE ENGINE AND NOTICED A LOSS OF POWER. HE DECLARED AN EMERGENCY AND WAS PROVIDED VECTORS TO THE WADSWORTH MUNICIPAL AIRPORT. HOWEVER, HE WAS UNABLE TO REACH THE AIRFIELD. THE AIRCRAFT NOSED OVER DURING A LANDING ROLL ON SOFT, PLOWED TERRAIN. AN EXAMINATION OF THE ENGINE REVEALED THAT THE CRANKSHAFT FAILED FROM FATIGUE.

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) - MECH FAILURE/MALF
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT

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

Findings

2. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/21/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 600 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7599P
Model/Series:	210N 210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	P21000021
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	80 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1006 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520P
Registered Owner:	U HAUL INTERNATIONAL	Rated Power:	310 hp
Operator:	LEONARD S. SHOEN	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:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	45° C / 0° C
Precipitation and Obscuration:			
Departure Point:	LANSING, MI (LAN)	Type of Flight Plan Filed:	None
Destination:	AKRON, OH (AKR)	Type of Clearance:	None
Departure Time:	0930	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	04/02/1983
Additional Participating Persons:		
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](#).