



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Mukilteo, WA	<b>Accident Number:</b>	SEA08LA068
<b>Date &amp; Time:</b>	02/02/2008, 1230 PST	<b>Registration:</b>	N8794V
<b>Aircraft:</b>	Bellanca 17-30A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

While the pilot was on short-final for a touch-and-go landing, the airplane's engine lost all power. Because he was at such a low altitude, he did not have time to go through a complete restart procedure, so after switching fuel tanks, he aligned the airplane to land on a paved road that was under his approach path. While attempting to land on that road, the airplane clipped a power line and descended into the surface of the road. An inspection of the engine, fuel system, and air induction system did not reveal any system or component anomaly that would have prevented the engine from producing rated horsepower. Both the fuel tank that was selected prior to the power loss, and the fuel tank that was selected after the power loss contained sufficient fuel to maintain operation of the engine. Fuel was also found in the fuel manifold valve. The reason for the loss of power was not determined.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power while on final approach for undetermined reasons. Contributing to the accident was a power line.

## Findings

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<b>Aircraft</b>	Power plant - Not specified (Cause)
<b>Environmental issues</b>	Wire - Contributed to outcome (Factor)
<b>Not determined</b>	Not determined - Unknown/Not determined (Cause)

## Factual Information

On February 2, 2008, about 1230 Pacific standard time, a Bellanca 17-30A, N8794V, collided with a power line during an attempted forced landing at Snohomish County Airport (Paine Field), Mukilteo, Washington. The commercial pilot, who was the sole occupant of the airplane, received serious injuries, and the airplane, which was owned and operated by the pilot, sustained substantial damage. The local 14 Code of Federal Regulations (CFR) Part 91 personal pleasure flight, which departed the same airport about 15 minutes prior to the accident, was being operated in visual meteorological conditions. No flight plan had been filed. There was no report of an ELT activation.

According to the pilot, the airplane's engine lost all power while he was on short-final for a touch-and-go landing. Because he was at such a low altitude, he did not have time to go through a complete restart procedure, so after switching fuel tanks, he aligned the airplane to land on a paved road that was under his approach path. While attempting to land on that road, the airplane clipped a power line near the edge of the road. After hitting the power line, the airplane rolled to a steep angle of bank, and descended into the surface of the road.

The engine, fuel system, and air induction system underwent a post-accident teardown inspection. That inspection did not reveal any system or component anomaly that would have prevented the engine from producing rated horsepower. In addition, both the fuel tank that was selected prior to the power loss, and the fuel tank that was selected after the power loss contained sufficient fuel to maintain operation of the engine. Fuel was also found in the fuel manifold valve, and the use of water detection paste determined that there was no water present in the valve.

## History of Flight

Approach-VFR pattern final	Loss of engine power (total) (Defining event)
Landing	Collision with terr/obj (non-CFIT)

## Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; 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 With Waivers/Limitations	Last Medical Exam:	08/01/2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	532 hours (Total, all aircraft), 127 hours (Total, this make and model), 418 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Bellanca	Registration:	N8794V
Model/Series:	17-30A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	30320
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	03/01/2007, Annual	Certified Max Gross Wt.:	3325 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3155 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-K1B
Registered Owner:	Phillip D. Foshee, Jr.	Rated Power:	300 hp
Operator:	Phillip D. Foshee, Jr.	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KPAE, 600 ft msl	Observation Time:	1253 PST
Distance from Accident Site:	2 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	190°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 4000 ft agl	Temperature/Dew Point:	3°C / -1°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 20°	Visibility (RVR):	
Altimeter Setting:	29.56 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mukilteo, WA (KPAE)	Type of Flight Plan Filed:	None
Destination:	(KPAE)	Type of Clearance:	VFR
Departure Time:	1215 PST	Type of Airspace:	

## Airport Information

Airport:	Paine Field (KPAE)	Runway Surface Type:	Asphalt
Airport Elevation:	190 ft	Runway Surface Condition:	Dry
Runway Used:	34L	IFR Approach:	None
Runway Length/Width:	9010 ft / 150 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Orrin K Anderson	<b>Adopted Date:</b>	12/24/2008
<b>Additional Participating Persons:</b>	Bill Jackson; Federal Aviation Administration; Seattle, WA		
<b>Publish Date:</b>	12/24/2008		
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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