



# National Transportation Safety Board Aviation Accident Data Summary

|                                |                                      |                         |            |
|--------------------------------|--------------------------------------|-------------------------|------------|
| <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>Injuries:</b>        | 1 Serious  |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |            |

## 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.

## Flight Events

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

## Probable Cause

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

Aircraft-Aircraft power plant-Power plant-(general)-Not specified - C  
Environmental issues-Physical environment-Object/animal/substance-Wire-Contributed to outcome - F  
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

## Pilot Information

|                                  |   |                              |          |
|----------------------------------|---|------------------------------|----------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                  | 51       |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land   | <b>Instrument Rating(s):</b> | Airplane |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Instructor Rating(s):</b> | None     |
| <b>Flight Time:</b>              | 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

|   |                                      |                             |                 |
|---|--------------------------------------|-----------------------------|-----------------|
| <b>Aircraft Manufacturer:</b>             | Bellanca                             | <b>Registration:</b>        | N8794V          |
| <b>Model/Series:</b>                      | 17-30A                               | <b>Engines:</b>             | 1 Reciprocating |
| <b>Operator:</b>                          | Phillip D. Foshee, Jr.               | <b>Engine Manufacturer:</b> | Continental     |
| <b>Air Carrier Operating Certificate:</b> | None                                 | <b>Engine Model/Series:</b> | IO-520-K1B      |
| <b>Flight Conducted Under:</b>            | Part 91: General Aviation - Personal |                             |                 |

## Meteorological Information and Flight Plan

|   |                                  |                                     |                              |
|---|----------------------------------|-------------------------------------|------------------------------|
| <b>Observation Facility, Elevation:</b> | KPAE, 600 ft msl                 | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Conditions at Accident Site:</b>     | Visual Conditions                | <b>Lowest Ceiling:</b>              | None                         |
| <b>Condition of Light:</b>              | Day                              | <b>Wind Speed/Gusts, Direction:</b> | 5 knots, 20°                 |
| <b>Temperature:</b>                     | 3°C / -1°C                       | <b>Visibility</b>                   | 10 Miles                     |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |                                     |                              |
| <b>Departure Point:</b>                 | Mukilteo, WA (KPAE)              | <b>Destination:</b>                 | (KPAE)                       |

## Airport Information

|                             |                    |                                  |         |
|-----------------------------|--------------------|----------------------------------|---------|
| <b>Airport:</b>             | Paine Field (KPAE) | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Runway Used:</b>         | 34L                | <b>Runway Surface Condition:</b> | Dry     |
| <b>Runway Length/Width:</b> | 9010 ft / 150 ft   |                                  |         |

## Wreckage and Impact Information

|                            |           |                            |             |
|----------------------------|-----------|----------------------------|-------------|
| <b>Crew Injuries:</b>      | 1 Serious | <b>Aircraft Damage:</b>    | Substantial |
| <b>Passenger Injuries:</b> | N/A       | <b>Aircraft Fire:</b>      | None        |
| <b>Ground Injuries:</b>    | N/A       | <b>Aircraft Explosion:</b> | None        |

## Administrative Information

|                                      |  |                      |            |
|--------------------------------------|--|----------------------|------------|
| <b>Investigator In Charge (IIC):</b> | Orrin K Anderson   | <b>Adopted 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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