



National Transportation Safety Board Aviation Accident Final Report

Location:	ARECIBO, PR	Accident Number:	ERA18LA165
Date & Time:	06/10/2018, 1234 AST	Registration:	N3889D
Aircraft:	CESSNA 182	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 Serious, 4 Minor
Flight Conducted Under:	Part 91: General Aviation - Skydiving		

Analysis

The pilot stated that shortly after takeoff on the skydiving flight, the airplane's engine made a "clicking" sound and lost power. The pilot subsequently performed a forced landing to a field, during which the airplane flipped over and sustained substantial damage to the fuselage, right wing, and tail. Examination of the engine revealed the crankcase web mating surfaces at the Nos. 2, 3, and 4 bearing saddles exhibited pitting consistent with fretting, which was indicative of improper preloading (torque) of the through bolts. Additionally, the No. 2 main bearing was displaced from its saddle and severely worn, and the crankshaft fractured due to fatigue. A review of maintenance records revealed the engine's camshaft and lifters were replaced about 280 hours before the accident; this was the last documented time during which the applicable through bolts and associated nuts would have been assembled. Given this information, it is likely that maintenance personnel failed to properly apply torque to these through bolts during this maintenance, which ultimately resulted in the crankshaft failure and the subsequent loss of engine power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Maintenance personnel's failure to properly apply torque to the engine through bolts, which ultimately resulted in the crankshaft failure and the total loss of engine power.

Findings

Aircraft	Recip engine power section - Failure (Cause)
Personnel issues	Installation - Maintenance personnel (Cause)

Factual Information

On June 10, 2018, about 1234 Atlantic Standard time, a Cessna 182, N3889D, was substantially damaged during a forced landing after it experienced a total loss of engine power shortly after takeoff from the Antonio (Nery) Juarbe Pol Airport (ABO), Arecibo, Puerto Rico. The pilot was seriously injured, and the four passengers sustained minor injuries. The airplane was privately owned and operated by Skydive Puerto Rico as a Title 14 *Code of Federal Regulations* Part 91 skydiving flight. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight that had just departed ABO.

The pilot stated that shortly after takeoff from runway 8, about 275 ft above the ground, he made a left turn to avoid descending jumpers. While in the turn, the airplane started to vibrate, and the engine made a "clicking" sound while losing power. The pilot was unable to maintain altitude and made a forced landing to a field. The airplane flipped over, which resulted in substantial damage to the firewall, fuselage, right wing strut, and vertical stabilizer/rudder. The propeller was also damaged.

A postaccident examination of the engine by a Federal Aviation Administration (FAA) inspector revealed the crankshaft was fractured. Preparation was made to have the engine removed from the airframe and shipped to the manufacturer. Due to the limited availability of resources in Puerto Rico after Hurricane Maria, there was a delay in having the engine shipped. During this time, and unbeknownst to the National Transportation Safety Board (NTSB), the engine was sold while the investigation was still on-going. The FAA was able to locate the engine in Puerto Rico and the new owner assisted in having the engine shipped to the manufacture in Mobile, Alabama, where the engine was disassembled and examined under the supervision of the NTSB.

The examination revealed the crankshaft was fractured at the No. 3 cheek just forward of the No. 2 connecting rod and aft of the No. 2 main crankshaft journal. The No. 2 main bearing was displaced from its saddle and was severely worn. The head of the No. 2 cylinder's connecting rod bolt was fractured and not recovered. The crankcase web mating surfaces at the Nos. 2, 3, and No. 4 bearing saddles exhibited pitting consistent with fretting. The fractured ends of the crankshaft were examined at the NTSB Materials Laboratory. The examination revealed the fracture surfaces were consistent with fatigue cracking.

A review of the engine logbook revealed the engine was last overhauled on October 2, 1997, about 21 years prior to the accident. According to the Continental Standard Practice Maintenance Manual, the recommended time between overhauls for this model engine was 1,500 hours or 12 years. At the time of the accident, the engine had accrued a total of 2,821.2 hours and 1,111.2 hours since major overhaul.

Further review of the engine logbook revealed the engine was removed from the airplane on September 15, 2017, "due to excessive camshaft and lifter wear." A work order associated with this repair stated that the engine's camshaft and lifters were replaced at a tachometer time of 2,541 hours and 831 hours since overhaul (280 hours prior to the accident.). On January 5, 2018, at 965 hours since overhaul (146.2 hours prior to the accident), the No. 4 cylinder was

removed and reinstalled after the piston rings were staggered. The engine underwent two additional 100-hour inspections, with the last being completed on June 5, 2018, at an engine time of 1,087 hours since overhaul.

The pilot held a commercial pilot certificate with ratings for airplane single and multiengine land, and instrument airplane. His last FAA first-class medical certificate was issued on December 12, 2017. The pilot reported a total of 2,285 flight hours, of which, 1,187 hours were in the same make/model as the accident airplane.

History of Flight

Prior to flight	Aircraft maintenance event
Initial climb	Loss of engine power (total) (Defining event)
Emergency descent	Off-field or emergency landing
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	12/12/2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	03/02/2018
Flight Time:	2285 hours (Total, all aircraft), 1187 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3889D
Model/Series:	182 A	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34589
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/05/2018, 100 Hour	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	24 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3931.2 Hours at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-L
Registered Owner:	On file	Rated Power:	220 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	3975 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ARECIBO, PR (ABO)	Type of Flight Plan Filed:	VFR
Destination:	ARECIBO, PR (ABO)	Type of Clearance:	None
Departure Time:	1234 AST	Type of Airspace:	Unknown

Airport Information

Airport:	Antonio (Nery) Juarbe Pol Airp (ABO)	Runway Surface Type:	N/A
Airport Elevation:	20 ft	Runway Surface Condition:	Unknown
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing; Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	4 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 Minor	Latitude, Longitude:	18.270000, -66.400000 (est)

Administrative Information

Investigator In Charge (IIC):	Leah D Read	Report Date:	06/08/2020
Additional Participating Persons:	Rafael Gonzalez; FAA/FSDO; San Juan, PR Nicole Channon; Continental Motors Inc; Washington DC,		
Publish Date:	06/08/2020		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97433		

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](#).