



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | OGDEN, Utah | Accident Number: | DEN84LA112 |
| Date & Time: | March 29, 1984, 12:55 Local | Registration: | N7270M |
| Aircraft: | CESSNA 175 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

AFTER TAKEOFF, THE ENG BEGAN TO SMOKE & LOSE POWER. DURING A FORCED LANDING IN A MUDDY PLOWED FIELD, THE ACFT NOSED OVER. A COMPRESSION CHECK WAS ACCOMPLISHED & THE #5 CYLINDER WAS FOUND TO HAVE ZERO COMPRESSION. THE CYLINDER WAS REMOVED & FOUND TO BE CRACKED 2/3 OF THE WAY AROUND ITS CIRCUMFERENCE, 2-1/2 INCHES FROM THE MOUNTING BASE.

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: CLIMB - TO CRUISE

Findings

1. (C) ENGINE ASSEMBLY,CYLINDER - FATIGUE

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

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

Findings

2. (F) TERRAIN CONDITION - WET
3. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

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|----------------------------------|--|--|--------------|
| Certificate: | Private | Age: | 38, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | May 25, 1983 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 223 hours (Total, all aircraft), 90 hours (Total, this make and model), 156 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N7270M |
| Model/Series: | 175 175 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 55570 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | March 6, 1984 Annual | Certified Max Gross Wt.: | 2400 lbs |
| Time Since Last Inspection: | 232 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1980 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | GO-300-A |
| Registered Owner: | ROGER BOLTON | Rated Power: | 175 Horsepower |
| Operator: | | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Unknown / 10000 ft AGL | Visibility | 50 miles |
| Lowest Ceiling: | Broken / 10000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | SALT LAKE CITY , UT (SLC) | Type of Flight Plan Filed: | VFR |
| Destination: | TWIN FALLS , ID (TWF) | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | Class E |

Airport Information

| | | | |
|-----------------------------|---|----------------------------------|----------------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | |
| Runway Length/Width: | | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 41.150882,-111.979164(est) |

Administrative Information

Investigator In Charge (IIC): Wunningham, Fred

Additional Participating Persons: GARY GOMES;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16352>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).