



Aviation Investigation Final Report

Location:	POCATELLO, Idaho	Accident Number:	SEA85LA140
Date & Time:	June 17, 1985, 06:45 Local	Registration:	N5695J
Aircraft:	CESSNA 188A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Aerial application		

Analysis

DURING AERIAL APPLICATION THE AIRCRAFTS ENGINE CEASED OPERATING. DURING ENGINE TEAR DOWN IT WAS DISCOVERED THAT THE ENGINE'S #2 CONNECTING ROD WAS BROKEN AND HAD COME THROUGH THE TOP OF THE CRANKCASE. RECOMMENDED OVERHAUL TIME IS 1200 HOURS. THIS ENGINE HAD A TOTAL TIME OF 2174 HOURS WITHOUT OVERHAUL.

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: MANEUVERING - AERIAL APPLICATION

Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - WORN
 2. (C) ENGINE ASSEMBLY,BEARING - WORN
 3. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
 4. (C) ENGINE ASSEMBLY,CRANKCASE - PENETRATED
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 14, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1260 hours (Total, all aircraft), 250 hours (Total, this make and model), 1200 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5695J
Model/Series:	188A 188A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	18800645
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2900 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520-D
Registered Owner:	ELDEN ISSAK	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

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:	Clear	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AMERICAN FALLS , ID (U01)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	06:40 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	DON MAGNUSON; SALT LAKE CITY , UT W RANDELL; SALT LAKE CITY , UT
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40178

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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](#).