



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BELUGA, AK	<b>Accident Number:</b>	ANC92LA013
<b>Date &amp; Time:</b>	11/02/1991, 1500 AST	<b>Registration:</b>	N68291
<b>Aircraft:</b>	CESSNA 152	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

WHILE AT 3,500 FEET IN NORMAL CRUISE FLIGHT, THE ENGINE LOST POWER. DURING AN ATTEMPTED FORCED LANDING, THE AIRPLANE STRUCK TREES AND THEN NOSED OVER ON ITS BACK. EXAMINATION OF THE ENGINE REVEALED THE NUMBER 2 CYLINDER EXHAUST VALVE BROKE AND SEPARATED WHILE IN CRUISE FLIGHT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN EXHAUST VALVE FAILURE. CONTRIBUTING TO THE ACCIDENT WAS THE ROUGH, UNEVEN TERRAIN, AND TREES.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL  
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: NOSE OVER

Phase of Operation: LANDING

### Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

3. (F) OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	28
<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>	Airplane Single-engine
<b>Flight Time:</b>	850 hours (Total, all aircraft), 288 hours (Total, this make and model), 642 hours (Pilot In Command, all aircraft), 237 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N68291
<b>Model/Series:</b>	152 152	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	20 knots / , 80°
<b>Temperature:</b>	2° C	<b>Visibility</b>	90 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	KENAI, AK (ENA)	<b>Destination:</b>	ANCHORAGE, AK (MRI)

## Airport Information

<b>Airport:</b>	GAS LINE STRIP (NONE)	<b>Runway Surface Type:</b>	Gravel
<b>Runway Used:</b>	12	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	1000 ft / 50 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<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
<b>Latitude, Longitude:</b>			

## Administrative Information

**Investigator In Charge (IIC):** James Michelangelo      **Adopted Date:** 05/03/1993

**Investigation Docket:** 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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.