



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW ROADES, LA	Accident Number:	FTW90LA150
Date & Time:	08/01/1990, 1700 CDT	Registration:	N64984
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

DURING THE INSTRUCTIONAL FLIGHT, THE ENGINE SUFFERED A SUDDEN LOSS OF OIL PRESSURE, AND DURING THE FORCED LANDING, THE AIRPLANE NOSED OVER TO THE INVERTED POSITION. AS THE OIL PRESSURE WAS DROPPING, SO WAS THE ENGINE RPM. THERE WAS VERY LITTLE OIL IN THE SYSTEM AFTER THE ACCIDENT AND THE OIL HAD BEEN BLOWING OUT THE ENGINE BREATHER SYSTEM. THE OPERATOR SAID THAT AFTER THE WRECKAGE HAD BEEN RECOVERED, THEY HAD BLOCKED OFF THE ENGINE BREATHER SYSTEM AND THEN HAD PRESSURIZED IT TO 15 PSI, BUT COULD NOT FIND ANYTHING MECHANICAL THAT MIGHT HAVE PRESSURIZED THE CRANKCASE IN FLIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: UNKNOWN MECHANICAL MALFUNCTION RESULTING IN ENGINE OIL STARVATION. A CONTRIBUTING FACTOR WAS ROUGH TERRAIN IN WHICH THE FORCED LANDING WAS MADE.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings

1. (C) FLUID,OIL - LOSS,TOTAL
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/27/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	380 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N64984
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15281511
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	07/22/1990, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4900 Hours	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-235-L2C
Registered Owner:	TILLMAN, MICHAEL	Rated Power:	112 hp
Operator:	TILLMAN, MICHAEL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32° C
Precipitation and Obscuration:			
Departure Point:	BATON ROUGE, LA (BTR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	10/02/1992
Additional Participating Persons:	RICHARD TEMPLE; BATON ROUGE, LA		
Publish Date:			
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).