



National Transportation Safety Board Aviation Accident Final Report

Location:	ANCHORAGE, AK	Accident Number:	ANC89FA155
Date & Time:	09/02/1989, 1057 AKD	Registration:	N2137Z
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE PLT WAS ON A TEST FLT AFTER AN ANNUAL INSPN WAS COMPLETED. DRG FLT, AN OIL FILM APPEARED ON THE WINDSHIELD, SO HE TURNED BACK TO LAND AT THE DEPARTURE ARPT (MERRILL FIELD). BEFORE REACHING MERRILL FIELD, THE OIL FILM BECAME HEAVY & OIL PRESSURE BEGAN DROPPING. THE PLT ELECTED TO LAND AT A PVT AIRSTRIP. DRG THE APCH, HE SLIPPED THE ACFT FOR VISIBILITY. HE SAID HE MADE A NORMAL TOUCHDOWN, BUT DRG THE LANDING, THE ACFT DRIFTED TO THE LEFT, HIT A ROCK & SOME HIGH VEGETATION, THEN NOSED DOWN. AN EXAM OF THE ACFT REVEALED THERE WAS A SMALL LEAK IN THE ENG OIL COOLER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: OIL LEAK IN THE OIL COOLER. CONTRIBUTING FACTORS WERE: OIL FILM ON THE WINDSHIELD, WHICH OBSCURED THE PILOT'S VISION (VISUAL PERCEPTION) AND HAMPERED HIS ABILITY TO ATTAIN PROPER RUNWAY ALIGNMENT, AN OBJECT (ROCK), AND HIGH VEGETATION BESIDE THE AIRSTRIP.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings

1. (C) LUBRICATING SYSTEM,OIL COOLER - LEAK
2. (C) FLUID,OIL - LEAK

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
4. (F) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
5. (F) VISUAL/AURAL PERCEPTION
6. (F) OBJECT - OTHER
7. (F) TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4: NOSE DOWN
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/15/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2512 hours (Total, all aircraft), 970 hours (Total, this make and model), 2394 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2137Z
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18051237
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	09/01/1989, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	KENNETH ANDERSON	Rated Power:	230 hp
Operator:	ANDERSON, KENNETH	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:	Unknown / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	Broken / 3800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 11° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1045 ADT	Type of Airspace:	Class D

Airport Information

Airport:	O'MALLEY	Runway Surface Type:	Dirt
Airport Elevation:	340 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	1600 ft / 60 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	Report Date:	06/18/1990
Additional Participating Persons:			
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/ .		

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](#).