



National Transportation Safety Board Aviation Accident Data Summary

Location:	ANCHORAGE, AK	Accident Number:	ANC89FA155
Date & Time:	09/02/1989, 1057 AKD	Registration:	N2137Z
Aircraft:	CESSNA 180	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

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	51
Airplane Rating(s):	Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	ANDERSON, KENNETH	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-R
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Broken / 3800 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 90°
Temperature:	14° C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Destination:	

Airport Information

Airport:	O'MALLEY	Runway Surface Type:	Dirt
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	1600 ft / 60 ft		

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): JAMES MICHELANGELO Adopted Date: 06/18/1990

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, 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.