



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Battle Ground, WA	<b>Accident Number:</b>	SEA02LA117
<b>Date &amp; Time:</b>	07/01/2002, 1915 PDT	<b>Registration:</b>	N37065
<b>Aircraft:</b>	Cessna 172 E	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to the pilot, the aircraft lost oil pressure shortly after takeoff. During the landing attempt at a nearby airport, the aircraft overran the end of the runway and collided with a tree. A post-accident engine run and wreckage examination revealed that the aircraft's engine developed an extensive engine oil leak during the accident flight, and during a post-accident engine run. According to the FAA Inspector, and the operator of the aircraft, the leak originated from the engine accessory area where the oil temperature bulb attaches to the oil screen assembly. The operator reported that the oil temperature bulb appeared to have been improperly installed during an oil change that occurred approximately 15 minutes prior to the accident flight. The pilot of the accident aircraft, a certified mechanic, supervised the oil change that was performed by a non-certified mechanic who was employed by the pilot.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Improper maintenance procedures by maintenance personnel, which resulted in an engine oil leak while in flight. A factor was the pilot's misjudgment of distance during the precautionary landing which led to a runway overrun.

## Findings

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

### Findings

1. (C) LUBRICATING SYSTEM - LEAK
  2. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - OTHER MAINTENANCE PERSONNEL
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: OVERRUN  
Phase of Operation: EMERGENCY LANDING

### Findings

3. (F) DISTANCE - MISJUDGED - PILOT IN COMMAND
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Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING

#### Findings

4. OBJECT - TREE(S)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	500 hours (Total, all aircraft), 100 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N37065
<b>Model/Series:</b>	172 E	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Scott C Devlin	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-300-C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KPDX, 30 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 7000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 310°
<b>Temperature:</b>	19° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Camas, WA (1W1)	<b>Destination:</b>	

### Airport Information

<b>Airport:</b>	Cedars North Airpark (W58)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	08	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	1960 ft / 50 ft		

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	45.873333, -122.515000		

## Administrative Information

**Investigator In Charge (IIC):** Dennis J Hogenson

**Adopted Date:** 04/08/2003

**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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