



# Aviation Investigation Final Report

<b>Location:</b>	LEBANON, New Hampshire	<b>Accident Number:</b>	IAD97LA075
<b>Date &amp; Time:</b>	May 14, 1997, 12:40 Local	<b>Registration:</b>	N4992V
<b>Aircraft:</b>	Cessna 180J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, during takeoff climb, at about 400 feet above ground level, the engine lost power. He headed for a highway to make an emergency landing. The pilot stated as he got closer, he realized there was a lot of traffic, so he decided to land on the embankment off the right side of the highway. The airplane touched down, continued for about 100 feet, nosed over onto the highway. Examination of the airplane, which included a test run of the engine, did not disclose evidence of mechanical malfunction.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons.

### Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings  
1. REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

## Factual Information

On May 14, 1997, at about 1240 eastern daylight time, N4992V, a Cessna 180J, owned and operated by the private pilot, sustained substantial damage shortly after takeoff when the pilot reported a loss of engine power and crashed on Interstate 89, about one-half mile east of the Lebanon Airport, Lebanon, New Hampshire. The pilot and sole occupant was not injured. Visual Meteorological conditions existed and no flight plan was filed. The flight was conducted under the provisions of 14 CFR Part 91.

According to the pilot, he was going to Lake Sunapee to practice water landings. At 400 feet after takeoff, the engine went silent. The pilot stated he headed for Interstate 89 to make an emergency landing. As he got closer, he noticed a lot of traffic. The pilot landed the airplane on an embankment off the right side of the highway. The airplane touched down and continued for about 100 feet on the embankment before the airplane flipped over onto the highway. The aircraft had not been flown for 9 days prior to the accident.

An inspection/examination of the engine was conducted at Teledyne Continental Motors on December 11, 1997. Present during the examination was the National Transportation Safety Board (NTSB), the Federal Aviation Administration (FAA), and the Continental Motors. All valve covers, throttle and intake pipes were returned loose. All engine mounts were broken and the number three intake pipe was damaged from impact. The oil sump was dented upward however there were no punctures observed. One rear induction elbow was damaged from the impact. The crankshaft propeller flange was visually examined and no cracks were observed.

In order to do a test run, the engine mounts and loose parts were mounted back on the engine and the induction elbow was replaced with a slave pipe. Exhaust stacks, temperature probes, and an adapter for the propeller governor pad were installed for testing. Engine startup was immediate and the engine ran smoothly. After the warm up, the engine was run to 2100 RPM for a magneto check. Both magnetos had a 50 RPM drop. The engine was then run to full throttle for 10 minutes. The engine produced the rated RPM and horsepower. The engine was then run at cruise power for an additional 15 minutes and no discrepancies were found.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 15, 1997
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1641 hours (Total, all aircraft), 192 hours (Total, this make and model), 1475 hours (Pilot In Command, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4992V
<b>Model/Series:</b>	180J 180J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18052334
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 21, 1997 Annual	<b>Certified Max Gross Wt.:</b>	3100 lbs
<b>Time Since Last Inspection:</b>	4 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1241 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO550-D
<b>Registered Owner:</b>	WILLIAM N. PEABODY	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LEB ,600 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	12:45 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	Broken / 5000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	NEW LONDON , NH	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:40 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	LEBANON MUNICIPAL LEB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	600 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5200 ft / 150 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Wilson, Butch

**Additional Participating Persons:** CHARLES REILING;  
DANIELLE PINNERI;

**Original Publish Date:** June 21, 2000

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=28195>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).