Aviation Investigation Final Report

Location:	CHUGIAK, Alaska	**Accident Number:**	ANC01LA023
Date & Time:	December 14, 2000, 14:00 Local	**Registration:**	N4955A
Aircraft:	Cessna 180	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial certificated pilot had just gotten the airplane from a maintenance facility after the engine had been disassembled. The engine was reinstalled by a mechanic who made several engine runs to check for leaks and proper rigging of the engine controls. The pilot said an engine run-up to 1,700 rpm before takeoff was normal. Just after lift-off, the pilot said the engine did not seem to be producing full power, and the airplane would not climb above about 300 feet. He decided to return to the airport, and when the pilot pulled the throttle control to idle, the engine power did not change. It continued to run at less than full throttle, but he could not make any power changes, up or down. The pilot said he descended to the runway, but since he could not reduce power, continued to fly down the length of the runway until reaching the end. He said he was flying at low level, and did not remember to shut-off the engine with the mixture or magnetos. Upon reaching the end of the runway, he banked the airplane to the left along a taxiway. The taxiway abruptly ended at a six feet high fence. The airplane collided with the fence, and then struck numerous trees beyond the fence. The airplane received damage to the engine, wings, and fuselage. The mechanic, and another mechanic employee observed the airplane climb to about 500 feet and then return for landing. During the landing, the airplane touched down on the runway for about 5 to 7 seconds on the main landing gear tires. The touchdown point appeared to be about mid-length of the runway. The airplane then lifted off to about 40 feet until reaching the end of the runway. It banked hard to the left, bounced the main wheels on the taxiway, and disappeared from view. After the accident, the mechanic recovered the airplane. During a postaccident examination of the engine, the nut that clamps the throttle linkage to the carburetor throttle arm, was found to be loose.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The failure of a mechanic to ensure the throttle linkage was secure. A factor in the accident was the pilot's failure to take remedial action during an emergency landing and overrun.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) THROTTLE/POWER LEVER,LINKAGE - LOOSE PART/BOLT/NUT/CLAMP/ETC
2. (C) MAINTENANCE,INSTALLATION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: OVERRUN
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings
3. (F) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings
4. OBJECT - FENCE
5. OBJECT - TREE(S)

Factual Information

On December 14, 2000, about 1400 Alaska standard time, a wheel-equipped Cessna 180 airplane, N4955A, sustained substantial damage after colliding with a fence and trees at the Birchwood Airport, Chugiak, Alaska. The airplane was being operated as a visual flight rules (VFR), local personal flight, when the accident occurred. The airplane was operated by the pilot. The commercial certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on December 15, 2000, the pilot reported he had just gotten the airplane from a maintenance facility at the Birchwood airport, and he was planning to fly to the Elmendorf Air Force Base, Anchorage, Alaska. The pilot said he performed an engine run-up to 1,700 rpm before takeoff. The run-up was normal. He then departed on runway 19R and began a left turn-out. Just after lift-off, the pilot said the engine did not seem to be producing full power. He did not recall the amount of power, but the airplane would not continue to climb above about 300 feet. He decided to return to the airport and began a landing approach to runway 19R. When the pilot pulled the throttle control to idle, the engine power did not change. It continued to run at less than full throttle, but he could not make any power changes, up or down. The pilot said he descended to the runway, but since he could not reduce power, continued to fly down the length of the runway until reaching the end. He said he was flying at low level, and did not remember to shut-off the engine with the mixture or magnetos. Upon reaching the end of the runway, he banked the airplane to the left along a taxiway. The taxiway abruptly ended at a six feet high fence. The airplane collided with the fence, and then struck numerous trees beyond the fence. The airplane received damage to the engine, wings, and fuselage.

During a telephone interview with the maintenance facility personnel and the NTSB IIC, the mechanic/owner of the facility reported that the airplane's engine was removed and disassembled due a previous propeller strike. The engine was reinstalled, and had several engine runs to check for leaks and proper rigging of the engine controls. The mechanic, and another mechanic employee, observed the pilot perform an engine run-up before departing. The airplane appeared to only climb to about 500 feet and then return for landing. During the landing, the airplane touched down on the runway for about 5 to 7 seconds on the main landing gear tires. The touchdown point appeared to be about mid-length of the runway. The airplane then lifted off to about 40 feet until reaching the end of the runway. It banked hard to the left, bounced the main wheels on the taxiway, and disappeared from view.

After the accident, the maintenance facility personnel recovered the airplane. During a postaccident examination of the engine, the nut that clamps the throttle linkage to the carburetor throttle arm, was found to be loose.

Pilot Information

Certificate:	Commercial	**Age:**	57,U
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	April 18, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	703 hours (Total, all aircraft), 255 hours (Total, this make and model), 570 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N4955A
Model/Series:	180 180	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	32352
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	May 4, 2000 Annual	**Certified Max Gross Wt.:**	2650 lbs
Time Since Last Inspection:	17 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	4400 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	O-470-K
Registered Owner:	LAWRENCE W. SEETHALER	**Rated Power:**	
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PAB ,96 ft msl	**Distance from Accident Site:**	
Observation Time:	13:55 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	18°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(PABV)	**Type of Flight Plan Filed:**	None
Destination:	ANCHORAGE , AK (PAED)	**Type of Clearance:**	None
Departure Time:	14:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	BIRCHWOOD PABV	**Runway Surface Type:**	Asphalt
Airport Elevation:	96 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	19R	**IFR Approach:**	None
Runway Length/Width:	4010 ft / 100 ft	**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	61.409378,-149.170181(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	BRIAN HOHNER (FAA); ANCHORAGE , AK
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=51023