



Aviation Investigation Final Report

Location:	MILFORD, Utah	Accident Number:	DEN00LA099
Date & Time:	May 31, 2000, 16:50 Local	Registration:	N738FN
Aircraft:	Cessna TR182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that the engine began to run rough, and he could smell smoke in the cockpit. He said that the smoke got worse, and he shut off the master switch. He saw the airport, headed for it, and his engine power began to fail. He attempted to land on runway 16, with a 22 knot gusting to 26 knot tailwind, but was too high. The pilot said he turned right, to approximately 180 degrees, to miss some buildings. He landed approximately 1,000 feet from the departure end of the runway in scrub-covered terrain. The airplane impacted a berm, and nosed over. The airplane's vertical stabilizer, left wing, and fuselage were damaged. Postaccident examination of the engine by a mechanic revealed that the turbocharger's oil scavenger pump had failed. The mechanic said that the scavenger pump's failure would cause the engine's oil to pass overboard.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the turbocharger scavenging pump resulting in the total failure of the engine, and the pilot's failure to compensate for wind conditions that led him to over fly the runway during his forced landing. Factors were the pilot's diverted attention due to smoke in the cockpit, and the tailwind weather condition.

Findings

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

Findings

1. (C) LUBRICATING SYSTEM,OIL SCAVENGE PUMP - FAILURE,TOTAL
2. (C) POWERPLANT - FAILURE,TOTAL

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (F) DIVERTED ATTENTION - PILOT IN COMMAND
5. (F) WEATHER CONDITION - TAILWIND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

6. TERRAIN CONDITION - BERM

Factual Information

On May 31, 2000, approximately 1650 mountain daylight time, a Cessna TR182, N738FN, was substantially damaged during a forced landing to Milford Municipal Airport, Milford, Utah. The private pilot, sole occupant in the airplane, received minor injuries. The airplane was being operated by the pilot under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country flight that originated from Cedar City, Utah, approximately 50 minutes before the accident. No flight plan had been filed.

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Postaccident examination of the engine by a mechanic revealed that the turbocharger's oil scavenger pump had failed. He said that the scavenger pump's failure would cause the engine's oil to pass overboard.

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	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:	September 10, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	236 hours (Total, all aircraft), 144 hours (Total, this make and model), 173 hours (Pilot In Command, all aircraft), 87 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N738FN
Model/Series:	TR182 TR182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18200921
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 31, 2000 Continuous airworthiness	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1550 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-L3C5D
Registered Owner:	LEON C. VANSICKLE	Rated Power:	235 Horsepower
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:	MLF ,5039 ft msl	Distance from Accident Site:	
Observation Time:	16:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	22 knots / 26 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CEDAR CITY , UT (CDC)	Type of Flight Plan Filed:	None
Destination:	PROVO , UT (PVU)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	MILFORD MUNICIPAL AIRPORT	Runway Surface Type:	Asphalt
Airport Elevation:	5039 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	38.379791,-112.929183(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	LES W DENAUGHEL; SALT LAKE CITY , UT
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=51113

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).