



# Aviation Investigation Final Report

<b>Location:</b>	EUREKA, Alaska	<b>Accident Number:</b>	ANC92LA127
<b>Date &amp; Time:</b>	July 27, 1992, 16:00 Local	<b>Registration:</b>	N3266D
<b>Aircraft:</b>	CESSNA 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT SAID THAT DURING THE FINAL APPROACH HE FELT HE WAS TOO HIGH FOR A SAFE LANDING ON THE REMOTE STRIP, SO HE APPLIED FULL POWER FOR A GO AROUND. UPON DOING SO, THE ENGINE 'COUGHED' AND 'MISFIRED' AND CONTINUED FLIGHT COULD NOT BE MAINTAINED. THE PILOT REPORTED THAT HE RETARDED THE THROTTLE AND PERFORMED AN EMERGENCY DESCENT AND LANDING. THE AIRPLANE TOUCHED DOWN ON THE DEPARTURE END OF THE STRIP, CONTINUED OFF THE END AND NOSED OVER. THE REASON FOR THE LOSS OF ENGINE POWER COULD NOT BE DETERMINED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER AND UNDETERMINED REASONS.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<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>	July 1, 1992
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2490 hours (Total, all aircraft), 260 hours (Total, this make and model), 2324 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 49 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3266D
<b>Model/Series:</b>	180 180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32064
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3800 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-S
<b>Registered Owner:</b>	GARY W. ELAM	<b>Rated Power:</b>	225 Horsepower
<b>Operator:</b>	GARY W. ELAM	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 2000 ft AGL	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / 10 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ANCHORAGE , AK (MRI )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	NONE	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	2000 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	8	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	62.100727,-145.529037(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daw, Roy
<b>Additional Participating Persons:</b>	MICHAEL W HINDS; ANCHORAGE , AK
<b>Original Publish Date:</b>	May 26, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=5774">https://data.ntsb.gov/Docket?ProjectID=5774</a>

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