



Aviation Investigation Final Report

Location:	WASILLA, Alaska	Accident Number:	ANC92LA142
Date & Time:	August 23, 1992, 15:30 Local	Registration:	N77073
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING CRUISE FLIGHT THE PILOT EXPERIENCED A PARTIAL LOSS OF ENGINE POWER, AND MADE AN OFF AIRPORT FORCED LANDING, WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE AIRPLANE. EXAMINATION FOUND THAT A PIECE OF THE RIGHT HAND EXHAUST STACK HAD SEPARATED AT THE CONFLUENCE OF THE CARBURETOR HEAT EXTRACTION AREA. THE ENGINE OPERATED NORMALLY FOLLOWING THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PARTIAL LOSS OF ENGINE POWER DUE TO THE SEPARATION OF THE RIGHT HAND EXHAUST STACK. CONTRIBUTING TO THE ACCIDENT WAS THE UNSUITABLE TERRAIN ON WHICH THE FORCED LANDING WAS MADE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) EXHAUST SYSTEM,STACK - SEPARATION

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #4: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land; Multi-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:	June 17, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	588 hours (Total, all aircraft), 1 hours (Total, this make and model), 534 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N77073
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11527
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 5, 1991 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2700 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290-D
Registered Owner:	WILLIAM H. HALL	Rated Power:	125 Horsepower
Operator:	WILLIAM H. HALL	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WASILLA , AK (Z16)	Type of Flight Plan Filed:	None
Destination:	WICK'S AIRSTRIP, AK	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	

Administrative Information

Investigator In Charge (IIC): Daw, Roy

Additional Participating Persons: RICHARD L MASON; ANCHORAGE , AK
SPENCER HILL; ANCHORAGE , AK

Original Publish Date: September 28, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5788>

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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](#).