



Aviation Investigation Final Report

Location:	SELDOVIA, Alaska	Accident Number:	ANC82DA046
Date & Time:	June 13, 1982, 14:39 Local	Registration:	N2949C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING FLIGHT, THE PILOT NOTED THAT OIL BEGAN TO COLLECT ON THE WINDSCREEN. HE CONTINUED THE FLIGHT TO THE DESTINATION AND LANDED ON RUNWAY 16 WITH AN OIL COVERED WINDSCREEN AND IN WHAT HE DESCRIBED AS "SQUIRRELLY WINDS." THE WIND WAS ESTIMATED TO BE FROM 150 DEGREES AT 15 GUSTING 22 KNOTS WITH LIGHT TURBULENCE. DURING THE LANDING ROLL, THE PILOT LOST CONTROL OF THE AIRCRAFT IN THE UNFAVORABLE WIND CONDITIONS WHILE HIS FORWARD VISIBILITY WAS RESTRICTED. THE AIRCRAFT GROUND LOOPED AND RAN OFF THE LEFT SIDE OF THE RUNWAY. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE OIL FILLER EXTENSION TUBE HAD SEPARATED FROM THE ENGINE CASE. THE PILOT STATED THAT A SIMILAR TYPE OF PROBLEM OCCURRED IN MAY 1979 AND THAT THE MAINTENANCE PERSONNEL HAD EPOXIED THE OIL FILLER EXTENSION TUBE BACK INTO THE ENGINE.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) LUBRICATING SYSTEM,OIL TUBING - SEPARATION
2. (C) FLUID,OIL - LEAK

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (C) WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OTHER
4. (C) VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - TURBULENCE,CLEAR AIR
6. (F) WEATHER CONDITION - GUSTS
7. (F) WEATHER CONDITION - UNFAVORABLE WIND
8. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 5, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1279 hours (Total, all aircraft), 688 hours (Total, this make and model), 1208 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2949C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	30849
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	963 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2013 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470-A
Registered Owner:	JOHN H. LEE	Rated Power:	225 Horsepower
Operator:	JOHN H. LEE	Operating Certificate(s) Held:	
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	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	53°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ENGLISH BAY , AK	Type of Flight Plan Filed:	None
Destination:	OTHELLO , WA (S70)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	

Airport Information

Airport:	SELDOVIA SOV	Runway Surface Type:	Dirt;Gravel
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2600 ft / 150 ft	VFR Approach/Landing:	None

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:	59.38977,-151.660354(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 13, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72593>

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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](#).