



# Aviation Investigation Final Report

<b>Location:</b>	Santa Rita, Other Foreign	<b>Accident Number:</b>	WPR19LA035
<b>Date &amp; Time:</b>	December 2, 2018, 19:40 UTC	<b>Registration:</b>	N98884
<b>Aircraft:</b>	Cessna 172P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that the run-up and takeoff were normal. The airplane was at about 2,500 ft mean sea level when the pilot heard a reduction in engine power before it abruptly lost power. The pilot initiated a forced landing onto an abandoned runway; it exited the end of the runway and impacted vegetation before coming to rest. The airplane sustained substantial damage to the wings.

Postaccident airframe and engine examination revealed no anomalies that would have precluded normal operation. The reason for the loss of engine power could not be determined based on the available evidence.

## Probable Cause and Findings

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

A total loss of engine power for undetermined reasons.

## Findings

<b>Not determined</b>	(general) - Unknown/Not determined
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# Factual Information

## History of Flight

Enroute-change of cruise level	Loss of engine power (total) (Defining event)
Emergency descent	Off-field or emergency landing
Emergency descent	Collision with terr/obj (non-CFIT)

On December 2, 2018, about 1940 universal coordinated time, a Cessna 172P, N98884, was substantially damaged when it was involved in an accident near Santa Rita, Guam. The commercial pilot and passenger sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that he conducted a standard preflight inspection and that the run-up and takeoff were normal. The pilot flew around the island and circled a nearby harbor at about 1,500 ft mean sea level before initiating a climb. The airplane was at about 2,500 ft when the pilot heard an obvious reduction in engine power. The rpm gauge decreased from about 2,500 rpm to 1,800 rpm before it abruptly lost power. There were no abnormal noises or visible leaks before the loss of power. The pilot initiated a forced landing onto an abandoned runway. The airplane landed long; it exited the end of the runway and impacted vegetation before coming to a rest. The airplane sustained substantial damage to the wings.

Postaccident airframe and engine examination revealed no anomalies. The spark plugs were removed and exhibited wear consistent with normal operation. The propeller was rotated by hand, and drivetrain continuity was established to the accessory section. Thumb compression was established on all cylinders, and spark was observed on the spark plug leads. The fuel lines were examined and appeared normal; no blockages were noted.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	29,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<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 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 23, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 15, 2017
<b>Flight Time:</b>	714 hours (Total, all aircraft), 58 hours (Total, this make and model), 555 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N98884
<b>Model/Series:</b>	172P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1985	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17276371
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 29, 2018 100 hour	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	61 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	9516 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-D2J
<b>Registered Owner:</b>		<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GUM,305 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	09:54 Local	<b>Direction from Accident Site:</b>	39°
<b>Lowest Cloud Condition:</b>	Few / 2100 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.9 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 27°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Tamuning, OF (PGUM)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Tamuning, OF (PGUM)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:30 UTC	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	13.419444,144.63861(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Link, Samantha		
<b>Additional Participating Persons:</b>	Curtis Whaley; Federal Aviation Administration; Honolulu, HI		
<b>Original Publish Date:</b>	March 23, 2022	<b>Investigation Class:</b>	3
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98725">https://data.nts.gov/Docket?ProjectID=98725</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).