



Memorandum for Record

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Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR21LA292
Aircraft Registration & Make/Model: N8884 / Cessna 180K
Accident Location: Mt. Hood, OR.
Accident Date: July 23, 2021

The following narrative of events was provided by the pilot to the NTSB duty officer, Michael Hicks, who passed to the investigator in charge.

The pilot sustained no injury. The passenger sustained a minor scratch. After onboarding a friend, the pilot took off from HRI to S48. He climbed up to 7,500msl and the RPM was about 2,450 and 23" MAP. The a/s was about 130kts, and about 45 minutes into the flight the Continental O-520 suddenly lost power with no indication of coughing or sputtering. He felt the airplane shudder and heard a sudden decrease in sound, as though the engine was not producing full power. He heard ~~saw~~ the propeller pitch decrease and saw the propeller rpm decrease. and set best glide a/s for 80 kts. First, he pushed the mixture to full rich, then the throttle full power (although it was almost all the way in already) He then cycled the propeller, and cycled the throttle, with no response from either. ~~He set the mixture to full rich,~~ the carb heat was off.

He diverted to K0OR9 (Hanel Field, Mount Hood, Oregon), looked for a windsock of which none was visible, and during approach to runway 34, he noticed that there was a barn at the approach end. He felt that he had enough altitude to make an approach from the opposite direction to land runway 16. He made a left downwind approach and added 20° flaps and initiated left base turn ~~right~~ turn and noticed a significant North Wind, which lifted the right wing and resulted in a tailwind. The decent rate doubled or tripled, and the stall warning horn came on. The airplane sunk like a rock. The airplane impacted a tree about 100 feet north of the runway, and the airplane came to rest about 100 feet ~~east~~ south of the initial point of impact. They exited the airplane and noticed that fuel was leaking from the airplane's right-wing root. He contacted local law enforcement and reported the accident. He returned to the airplane and shut the fuel off to stop the fuel leak due to fire hazard. The wings tanks should have contained a total of 20-25 gallons of fuel. The next day, he extracted about 15 gallons of fuel out of the right

wing, an about 5-10 gallons of fuel leaked from the left wing. Based on flow from ruptured line, the right wing fuel leaked out to level of fuel cap.

The pilot received authorization to remove the fuel from the airplane from Mt. Hood County Sherriff. Search & Rescue Pilot Grant Porter. This was due to landowners (retired fireman) and ODF (Oregon Dept. Forestry) and local Wy' East Fire Dept. concerns of extreme fire hazard conditions.

The propeller was spinning the entire time. May have been a partial loss of power.