

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 11/14/1994**

BFO94LA026  
File No. 32                                      01/16/1994                                      MIDDLETOWN, OH                                      Aircraft Reg No. N41826                                      Time (Local): 12:15 EST

Make/Model: BELLANCA / 8KCAB  
Engine Make/Model: LYCOMING / IO-320-E1A  
Aircraft Damage: Substantial  
Number of Engines: 1  
Operating Certificate(s): None  
Type of Flight Operation: Personal  
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	0

Last Depart. Point: MORAINE , OH  
Destination: Local Flight  
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day  
Weather Info Src: Pilot  
Basic Weather: Visual Conditions  
Lowest Ceiling: 10000 Ft. AGL, Overcast  
Visibility: 20.00 SM  
Wind Dir/Speed: 160 / 007 Kts  
Temperature (°C): -14  
Precip/Obscuration: None / None

Pilot-in-Command                      Age: 42

Flight Time (Hours)

Certificate(s)/Rating(s)  
Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea; Glider  
Instrument Ratings  
Airplane

Total All Aircraft: 9110  
Last 90 Days: 12  
Total Make/Model: 500  
Total Instrument Time: 965

DURING CRUISE FLIGHT AT 2000 FEET MSL, THE PILOT REPORTED THAT THE OIL TEMPERATURE AND PRESSURE GAGES SUDDENLY INDICATED ZERO. HE STATED THAT HE LOOKED ALONG THE SIDES OF THE AIRPLANE FOR ANY EVIDENCE OF OIL, BUT THERE WAS NONE. THE PILOT STATED THAT HE THOUGHT THIS MAY HAVE BEEN AN INDICATION PROBLEM, SO HE ELECTED TO RETURN TO THE AIRPORT. HE STATED THAT WITHIN TWO MINUTES OF THE ZERO INDICATION THE ENGINE STARTED TO VIBRATE VIOLENTLY. THE PILOT STATED THAT THERE WAS NO SUITABLE PLACE FOR A FORCED LANDING, SO HE LANDED IN A PLOWED FIELD AND COLLIDED WITH TREES DURING THE LANDING. THE ENGINE WAS REMOVED FOR FURTHER EXAMINATION. THE EXAMINATION INCLUDED THE REMOVAL OF THE OIL SUMP AND ACCESSORY CASE. WHEN THE OIL SUMP WAS REMOVED THERE WAS EVIDENCE OF BEARING MATERIAL IN THE SUMP AND ALSO THERE WAS WATER IN THE OIL THAT WAS DRAINED OUT OF THE OIL HOSES. THE CONNECTING ROD ON THE NUMBER ONE CYLINDER SEPARATED AT THE LARGE END RESULTING IN THE PISTON BEING JAMMED IN THE CYLINDER.

Brief of Accident (Continued)

BFO94LA026

File No. 32

01/16/1994

MIDDLETOWN, OH

Aircraft Reg No. N41826

Time (Local): 12:15 EST

---

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) LUBRICATING SYSTEM,OIL LINE - FROZEN
  2. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
- 

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

Findings Legend: (C) = Cause, (F) = Factor

---

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

A FROZEN OIL LINE RESULTING IN THE STARVATION OF OIL TO THE ENGINE AND SUBSEQUENT LOSS OF ENGINE POWER. A RELATED FACTOR WAS THE UNSUITABLE TERRAIN FOR A FORCED LANDING.