



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MARIETTA, GA	<b>Accident Number:</b>	MIA98LA037
<b>Date &amp; Time:</b>	12/01/1997, 1105 EST	<b>Registration:</b>	N14493
<b>Aircraft:</b>	Cessna FR-172J	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Ferry		

## Analysis

While in cruise flight, the engine began making banging and hissing sounds, emitting white smoke, and steadily losing power. The pilot requested vectors from ATC to the nearest airport, Dobbins ARB, but couldn't stretch his glide, and made a forced landing onto a construction site. The airplane came to a stop in trees and was destroyed. An NTSB-supervised teardown inspection revealed failure of the oil cooler core resulting in oil starvation.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A catastrophic failure of the oil cooler core which led to overboard porting of lubricating oil and subsequent engine failure.

## Findings

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

### Findings

1. (C) LUBRICATING SYSTEM,OIL COOLER - RUPTURED
2. (C) FLUID,OIL - STARVATION

Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

3. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	27
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	950 hours (Total, all aircraft), 5 hours (Total, this make and model), 876 hours (Pilot In Command, all aircraft), 121 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N14493
<b>Model/Series:</b>	FR-172J FR-172J	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	THE FLIGHT SCHOOL OF GWINNETT	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-H
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Ferry		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MGE, 1068 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 1800 ft agl	<b>Wind Speed/Gusts, Direction:</b>	14 knots / , 310°
<b>Temperature:</b>	12° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LAWRENCEVILLE, GA (LZU)	<b>Destination:</b>	WETUMPKA, AL (08A)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ALAN C STONE	<b>Adopted Date:</b>	11/06/1998
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

---

agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.