



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	WEST ALTON, MO	<b>Accident Number:</b>	CHI99LA143
<b>Date &amp; Time:</b>	05/01/1999, 1130 CDT	<b>Registration:</b>	N313N
<b>Aircraft:</b>	Narzinski AVID FLYER MARK IV	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On May 1, 1999, at 1130 central daylight time, a Narzinski Avid Flyer Mark IV, N313N, owned and piloted by a commercial pilot, sustained substantial damage during a forced landing, following a loss of engine power during cruise flight, near West Alton, Missouri. Visual meteorological conditions prevailed at the time of the accident. The personal flight was operating under the provisions of 14 CFR Part 91 and was not on a flight plan. The pilot reported no injuries. The local flight departed Creve Coeur Airport, Creve Coeur, Missouri at 1100.

According to the pilot's written statement, after approximately 30-minutes of flight time, at an altitude of 1,400 feet above mean sea level, the engine experienced an uncommanded loss of power from 6,000 rpm to 5,400 rpm over a period of 4-seconds. The pilot reported that he established the airplane on best glide speed and prepared for an off-field landing while the engine experienced a constant depletion of power, finally loosing all power after a period of approximately 30 seconds. The pilot stated that he executed a forced landing into a farm field that had, "modest furrows". Substantial damage to the airplane was sustained during the landing.

The Rotax 582 engine, serial number 4084252, was subjected to a tear-down inspection conducted by the NTSB Investigator-in-Charge and a representative of the engine manufacture. External visual inspection of the engine revealed a hole in the lower engine case on the Power Takeoff (PTO) cylinder side. Internal examination of the engine revealed metal deposits on the PTO cylinder dome, cylinder wall, and piston head. Examination of the PTO connecting rod revealed that the connecting-rod bearing had failed. Photos of the hole in the lower engine case, cylinder dome, cylinder wall, piston head, and connecting-rod are attached to this factual report.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/04/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1421 hours (Total, all aircraft), 112 hours (Total, this make and model), 1155 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Narzinski	<b>Registration:</b>	N313N
<b>Model/Series:</b>	AVID FLYER MARK IV AVID FLYER	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	12350
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	05/03/1998, Annual	<b>Certified Max Gross Wt.:</b>	1050 lbs
<b>Time Since Last Inspection:</b>	12 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	112 Hours	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	582
<b>Registered Owner:</b>	DANIEL PAUL NARZINSKI	<b>Rated Power:</b>	65 hp
<b>Operator:</b>	DANIEL PAUL NARZINSKI	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SET, 436 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	1054 CDT	Direction from Accident Site:	12°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 17° C
Precipitation and Obscuration:			
Departure Point:	CREVE COEUR, MO (1H0)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1100 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ANDREW T FOX
Additional Participating Persons:	JOEL PETTUS; ST. ANN, MO
Investigation Docket:	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:pubinq@ntsb.gov">pubinq@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> .