



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

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 losing 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. 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.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the connecting rod bearing, and the rough/uneven terrain condition.

## Findings

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

### Findings

1. (C) ENGINE ASSEMBLY,BEARING - FAILURE  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

2. (C) TERRAIN CONDITION - ROUGH/UNEVEN  
3. UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49
<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>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	DANIEL PAUL NARZINSKI	<b>Engine Manufacturer:</b>	Rotax
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	582
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SET, 436 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 90°
<b>Temperature:</b>	18° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CREVE COEUR, MO (1H0)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<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>	ANDREW T FOX	<b>Adopted Date:</b>	01/18/2001
<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> .		

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