



National Transportation Safety Board Aviation Accident Final Report

Location:	OPA-LOCKA, FL	Accident Number:	MIA90LA181
Date & Time:	09/01/1990, 1637 EDT	Registration:	N70659
Aircraft:	PIPER J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation -

Analysis

DURING NORMAL CRUISE FLT, THE PLT REPORTED THAT THE RPM WAS DECREASING & THE OIL TEMPERATURE WAS INCREASING. THE ENG THEN SEIZED. WITH POOR FWD VISIBILITY DUE TO OIL COVERING THE WINDSCREEN, HE OVERSHOT THE FIELD HE WAS ATTEMPTING TO LAND IN. THE ACFT COLLIDED WITH A FENCE THEN NOSED OVER. EXAM OF THE ENG REVEALED THAT THE NUMBER 3 CYLINDER CONNECTING ROD END CAP SEPARATED, EXISTED THE CASE & CAME TO REST IN THE OIL SUMP. LYCOMING ENG PERSONNEL STATED THAT THE SEPARATION OF THE ROD CAP WAS DUE TO A LACK OF LUBRICATION WHICH CAUSED THE ROD BOLTS TO STRETCH, LOSING THEIR TORQUE, & ONE OF THE TWO NUTS VIBRATED OFF. THE OTHER ROD BOLT FAILED DUE TO OVERLOAD. THE ENG RECEIVED A TOP OVERHAUL 136 HRS EARLIER & A MAJOR OVERHAUL WAS PERFORMED 2,122 HRS EARLIER. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE LACK OF LUBRICATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: ENGINE FAILURE DUE TO LACK OF OIL SUPPLY TO THE NUMBER 3 CYLINDER CONNECTING ROD FOR UNDETERMINED REASONS. THIS ALLOWED THE CONNECTING ROD END CAP TO SEPARATE THROUGH THE CASE RESULTING IN OIL EXHAUSTION.

Findings

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

Findings

1. LUBRICATING SYSTEM,OIL PORT/PASSAGE,INTERNAL - UNDETERMINED
2. (C) ENGINE ASSEMBLY,CONNECTING ROD CAP - SEPARATION

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

Occurrence #3: OVERRUN
Phase of Operation: LANDING - ROLL

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE

Occurrence #5: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/20/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	727 hours (Total, all aircraft), 285 hours (Total, this make and model), 619 hours (Pilot In Command, all aircraft), 243 hours (Last 90 days, all aircraft), 74 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N70659
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	17679
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	08/20/1990, 100 Hour	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	32 Hours	Engines:	1 Reciprocating
Airframe Total Time:	20378 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-235C
Registered Owner:	AERIAL SIGN COMPANY, INC.	Rated Power:	100 hp
Operator:	AERIAL SIGN COMPANY, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OPF, 9 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1655 EDT	Direction from Accident Site:	103°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	HOLLYWOOD, FL (HWO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1545 EDT	Type of Airspace:	

Airport Information

Airport:	OPA LOCKA WEST (X46)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	10/02/1992
Additional Participating Persons:			
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).