



National Transportation Safety Board Aviation Accident Data Summary

Location:	OPA-LOCKA, FL	Accident Number:	MIA90LA181
Date & Time:	09/01/1990, 1637 EDT	Registration:	N70659
Aircraft:	PIPER J3C-65	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

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

Pilot Information

Certificate:	Commercial	Age:	44
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	AERIAL SIGN COMPANY, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235C
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OPF, 9 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 130°
Temperature:	-18° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	HOLLYWOOD, FL (HWO)	Destination:	

Airport Information

Airport:	OPA LOCKA WEST (X46)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): TIMOTHY W MONVILLE Adopted Date: 10/02/1992

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/>.

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.