



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BARTLESVILLE, OK	<b>Accident Number:</b>	FTW89DPJ05
<b>Date &amp; Time:</b>	06/02/1989, 1930 CDT	<b>Registration:</b>	N47SV
<b>Aircraft:</b>	Nord (SNCAN) STAMPE SV4C	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

DURING THE LOCAL FLIGHT OF THE EXPERIMENTAL AIRPLANE, A CONNECTING ROD BROKE IN THE ENGINE. THE PILOT WAS ABLE TO MAKE IT BACK TO THE AIRPORT FOR A FORCED LANDING BUT WAS UNABLE TO LAND ON THE RUNWAY DUE TO ANOTHER AIRPLANE THAT TAXIED ONTO THE RUNWAY IN FRONT OF THE APPROACHING AIRPLANE. THE AIRPLANE MADE AN OFF-RUNWAY, HARD LANDING, AND BOTH LANDING GEARS COLLAPSED. THE PLT DID NOT FILE AN ACC REPORT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: TOTAL FAILURE OF THE ENGINE CONNECTING ROD.

## Findings

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

### Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - CONGESTED
3. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
4. (F) OBJECT - AIRCRAFT MOVING ON GROUND
5. (F) PLANNED APPROACH - NOT POSSIBLE
6. (F) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
7. LANDING GEAR,NOSE GEAR - COLLAPSED
8. (F) MANEUVER - ABRUPT - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	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>	430 hours (Total, all aircraft), 250 hours (Total, this make and model), 350 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Nord (SNCAN)	<b>Registration:</b>	N47SV
<b>Model/Series:</b>	STAMPE SV4C STAMPE SV4	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	LYONS, STEVEN G	<b>Engine Manufacturer:</b>	FRANKLIN
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	6A4165
<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>	TUL, 676 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / , 90°
<b>Temperature:</b>	21 °C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BARTLESVILLE, OK (BVO)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	FRANK PHILLIPS (BVO)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3900 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): KEITH A CHAPMAN      Adopted Date: 03/29/1991

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](mailto: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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