



National Transportation Safety Board Aviation Accident Final Report

Location:	Denton, TX	Accident Number:	FTW02LA029
Date & Time:	11/03/2001, 1500 CST	Registration:	N96LS
Aircraft:	Landoll Vans RV 3-A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot had spent most of the day waxing his airplane and decided to fly it once around the pattern. The engine start-up, taxi, and engine run-up "indications were normal." While climbing out at 600 feet agl, the engine lost power. The pilot attempted, unsuccessfully, to restart the engine. During a forced landing to a field, the airplane impacted small trees and vegetation. Examination of the engine revealed it was "seized" and contained no oil. No evidence of an oil leak was found. The mechanic, who had been servicing the airplane, reported to the FAA inspector that he had drained the oil from the airplane's engine, left the airplane unattended, and had not replenished the oil prior to the accident flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to perform a preflight inspection, which resulted in a loss of total engine power due to oil starvation. A contributing factor was the lack of suitable training for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
2. FLUID,OIL - STARVATION

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. OBJECT - TREE(S)
4. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On November 3, 2001, approximately 1500 central standard time, a Landoll Vans RV 3-A single-engine homebuilt experimental airplane, N96LS, was substantially damaged when it struck trees and terrain during a forced landing following a loss of engine power during takeoff from the Denton Municipal Airport, Denton, Texas. The airplane was owned by N96LS Club LTD of Wilmington, Delaware. The commercial pilot, operator and sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight was originating at the time of the accident.

The pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that he had spent most of the day waxing his airplane and decided to fly it once around the pattern. The engine start-up, taxi, and engine run-up "indications were normal." During climb out after takeoff from runway 17, he had turned crosswind and had climbed to 600 feet when the engine lost power. The pilot turned downwind, switched fuel tanks, and attempted, unsuccessfully, to restart the engine. The pilot determined that he could not make it back to the runway and initiated a forced landing, without flaps, to a field. During the approach, the airplane impacted small trees and vegetation. Subsequently, the airplane impacted the ground and came to rest upright.

An examination of the airplane, by the FAA inspector who responded to the accident site, revealed that both wing fuel tanks were full of fuel. Both the left and right wings sustained substantial damage, and the left main landing gear was found separated. The engine was found "seized," and it contained no oil. No evidence of an oil leak was found.

The mechanic, who had been servicing the airplane, reported to the FAA inspector that he had drained the oil from the airplane's engine, left the airplane unattended, and had not replenished the oil before the accident flight.

Pilot Information

Certificate:	Commercial	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/25/2000
Occupational Pilot:		Last Flight Review or Equivalent:	08/25/2000
Flight Time:	2200 hours (Total, all aircraft), 5 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Landoll	Registration:	N96LS
Model/Series:	Vans RV 3-A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	10526
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	11/01/2000, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	53.2 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-290 D
Registered Owner:	N96LS Club LTD	Rated Power:	125 hp
Operator:	Brendan P. Carmody	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DTO, 645 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1453 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Few / 7000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	27° C / 16° C
Precipitation and Obscuration:			
Departure Point:	Denton, TX (DTO)	Type of Flight Plan Filed:	None
Destination:	Denton, TX	Type of Clearance:	None
Departure Time:	1455 CST	Type of Airspace:	Class E

Airport Information

Airport:	DENTON MUNI (DTO)	Runway Surface Type:	Grass/turf
Airport Elevation:	642 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Forced Landing

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):	Georgia Snyder	Report Date:	08/26/2002
Additional Participating Persons:	Markyn A Wilborn; FAA FSDO; Fort Worth, TX		
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](#).