



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Denton, TX | Accident Number: | FTW02LA029 |
| Date & Time: | 11/03/2001, 1500 CST | Registration: | N96LS |
| Aircraft: | Landoll Vans RV 3-A | 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

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

Pilot Information

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|----------------------------------|---|------------------------------|----------|
| Certificate: | Commercial | Age: | 63 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | Glider | Instructor Rating(s): | None |
| 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

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | Landoll | Registration: | N96LS |
| Model/Series: | Vans RV 3-A | Engines: | 1 Reciprocating |
| Operator: | Brendan P. Carmody | Engine Manufacturer: | Lycoming |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-290 D |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | DTO, 645 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None | Wind Speed/Gusts, Direction: | 4 knots / , 110° |
| Temperature: | 27° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Denton, TX (DTO) | Destination: | Denton, TX |

Airport Information

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|-----------------------------|-------------------|----------------------------------|------------|
| Airport: | DENTON MUNI (DTO) | Runway Surface Type: | Grass/turf |
| Runway Used: | 17 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 6000 ft / 100 ft | | |

Wreckage and Impact Information

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|-----------------------------|--------|----------------------------|-------------|
| Crew Injuries: | 1 None | 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): Georgia Snyder

Adopted Date: 08/26/2002

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.