



National Transportation Safety Board Aviation Accident Factual Report

Location:	Algona, IA	Accident Number:	CHI04LA187
Date & Time:	07/02/2004, 1715 CDT	Registration:	N3248T
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Business		

On July 2, 2004, about 1715 central daylight time, a Beech model A36, N3248T, piloted by a commercial pilot, was substantially damaged as a result of a forced landing following a loss of engine power and subsequent in-flight fire. The 14 CFR Part 91 business flight was operating in visual meteorological conditions without a flight plan. No injuries were reported. The flight originated from the Mason City Municipal Airport, Mason City, Iowa, at 1630, and was bound for the Joe Foss Field Airport, Sioux Falls, South Dakota.

The pilot reported that about 15 minutes into the flight, while level at 4,500 feet mean sea level, the airplane engine "blew up." The pilot stated that he executed a forced landing on a road. He stated that he kept the landing gear retracted to insure that he could clear a car that was traveling in the opposite direction. The pilot stated that once clear of the car he lowered the landing gear, but due to the low altitude, the landing gear did not fully extend before contact with the road occurred.

Examination of the engine revealed a hole in the top of the crankcase near the number 5 and 6 cylinders. The hole in the crankcase was aligned with the number 6 connecting rod journal. All of the engine accessories remained intact and attached to the engine.

Fractured pieces of the number 6 connecting rod, piston and piston pin were found within the crankcase. The fractured piston exhibited signatures consistent with overload failure. The fracture surfaces of the connecting rod were smeared and no determination could be made concerning the fracture surfaces.

The number 5 piston was lodged within its cylinder. The connecting rod remained attached to the piston. The connecting rod cap was separated from the connecting rod. The fracture surfaces were smeared and no determination could be made concerning the fracture surfaces.

Examination of the main bearings and the connecting rod bearings of the undamaged connecting rods revealed no evidence of oil starvation.

Pilot Information

Certificate:	Commercial	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	03/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	04/01/2004
Flight Time:	6933 hours (Total, all aircraft), 5868 hours (Total, this make and model), 6834 hours (Pilot In Command, all aircraft), 194 hours (Last 90 days, all aircraft), 67 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3248T
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	E-2948
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	02/01/2004, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	274 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2334 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-550B6F
Registered Owner:	Broin Enterprise, Inc.	Rated Power:	300 hp
Operator:	Broin Enterprise, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KAXA, 1219 ft msl	Distance from Accident Site:	
Observation Time:	1715 CDT	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2800 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 6500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	22° C / 19° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MASON CITY, IA (MCW)	Type of Flight Plan Filed:	None
Destination:	SIOUX FALLS, SD (FSD)	Type of Clearance:	None
Departure Time:	2200 CDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	John M Brannen
Additional Participating Persons:	Don Land; FAA; Des Moines, IA Eddie Weber; Raytheon; Wichita, KS Terry Horton; Teledyne Continental Motors; Mobile, AL
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/ .