



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Algona, IA	<b>Accident Number:</b>	CHI04LA187
<b>Date &amp; Time:</b>	07/02/2004, 1715 CDT	<b>Registration:</b>	N3248T
<b>Aircraft:</b>	Beech A36	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

The airplane was substantially damaged during a forced landing on a road. The pilot reported that while in level flight the engine "blew up." He executed a forced landing on a road and elected to delay lowering of the landing gear until the airplane had cleared a car that was traveling in the opposite direction. Once clear of the car, the pilot lowered the landing gear, but it did not fully extend due to the low altitude. Examination of the engine revealed a hole in the crankcase adjacent to the number 6 connecting rod journal. Additionally, the number 6 connecting rod and piston were found fractured. No determination could be made regarding the failure of the connecting rod.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the connecting rod which resulted in the loss of engine power during cruise flight and subsequent forced landing. A contributing factor was the delayed lowering of the landing gear in order to clear the other vehicle encountered during the forced landing.

## Findings

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

### Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

2. (F) OBJECT - VEHICLE  
3. (F) GEAR EXTENSION - DELAYED - PILOT IN COMMAND  
4. TERRAIN CONDITION - ROADWAY/HIGHWAY

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	60
<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>	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

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N3248T
<b>Model/Series:</b>	A36	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Broin Enterprise, Inc.	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-550B6F
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KAXA, 1219 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 6500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 200°
<b>Temperature:</b>	22° C	<b>Visibility</b>	3 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MASON CITY, IA (MCW)	<b>Destination:</b>	SIOUX FALLS, SD (FSD)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	John M Brannen	<b>Adopted Date:</b>	07/31/2006
<b>Investigation Docket:</b>	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 <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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