



National Transportation Safety Board Aviation Accident Data Summary

Location:	Tomahawk, WI	Accident Number:	CHI08LA230
Date & Time:	08/01/2008, 1915 CDT	Registration:	N6520R
Aircraft:	CESSNA 172RG	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he noticed smoke in the cabin and turned back to the departure airport. Oil began to accumulate on the windshield, which obscured his forward visibility. He made a five-mile straight-in approach using the airplane's global positioning system. He said that he attempted to maintain 2,500 feet above mean sea level and began to lose engine power about three miles from the airport. The engine "sputtered then froze" about two miles from the airport. The pilot then made a forced landing on a field that the passenger saw out of his window. The pilot said that the airplane came to rest at the end of that field, where it impacted trees at about 30 knots. Subsequent to the accident the propeller and starter ring gear were removed. The oil plug on the nose of the engine case that covers the governor idler gear shaft was not in place and it was found in the cowling. A safety wire that had secured the oil plug was observed attached to engine case with a separation at its plug end.

Flight Events

Enroute-cruise - Powerplant sys/comp malf/fail
Emergency descent - Loss of engine power (partial)
Emergency descent - Loss of engine power (total)
Emergency descent - Off-field or emergency landing

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power due to a loss of all of the engine's oil as a result of the safety wire on the governor idler gear shaft's oil plug breaking, leading to the oil plug coming unscrewed. Contributing to the accident was the lack of a suitable area for a forced landing.

Findings

Aircraft-Aircraft power plant-Engine (reciprocating)-Recip eng oil sys-Not specified - C
Aircraft-Fluids/misc hardware-Fluids-Oil-Fluid level - C
Environmental issues-Physical environment-Terrain-(general)-Contributed to outcome - F

Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	119 hours (Total, all aircraft), 31 hours (Total, this make and model), 44 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N6520R
Model/Series:	172RG	Engines:	1 Reciprocating
Operator:	6520R LLC	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-360-F1A6
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	RHI, 1624 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	5 knots, 340°
Temperature:	22° C / 11° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TOMAHAWK, WI (TKV)	Destination:	

Airport Information

Airport:	Tomahawk Regional Airport (TKV)	Runway Surface Type:	
Runway Used:	N/A	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Edward F Malinowski	Adopted Date:	06/11/2009
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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