



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Magnolia, AR	<b>Accident Number:</b>	CEN11LA005
<b>Date &amp; Time:</b>	10/01/2010, 2100 CDT	<b>Registration:</b>	N152HS
<b>Aircraft:</b>	MAULE MXT-7-180A	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot was on a night cross-country flight when he heard a knocking sound in the engine. He immediately proceeded toward the nearest airport, declared an emergency, and noted that the oil pressure gauge read "0" and the oil temperature gauge read "high." When the airplane was about 5 miles south of the airport, and at an altitude of 1,700 feet, the engine seized. The pilot made a forced landing to a field and subsequently collided with a fence, causing substantial damage to the airplane. Examination of the engine revealed a large hole in the top of the crankcase and that the oil drain line for the No. 4 cylinder was not connected. A review of the engine logbook indicated that the No. 2 cylinder had been removed on the day of the accident, which would have required the No. 4 cylinder oil drain line to be disconnected. When the cylinder was placed back on the engine, the oil drain line was likely not reconnected and properly torqued per the manufacturer's maintenance manual.

## Flight Events

Enroute-cruise - Loss of engine power (total)  
Emergency descent - Loss of engine power (total)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The mechanic's failure to properly install an oil drain line after he replaced a cylinder, which caused the engine to seize in flight due to a lack of lubrication.

## Findings

Aircraft-Aircraft power plant-Eng oil sys (airframe furnish)-Eng oil dist (airframe furn)-Inadequate inspection - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	21
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	150 hours (Total, all aircraft), 150 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	MAULE	<b>Registration:</b>	N152HS
<b>Model/Series:</b>	MXT-7-180A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	HENDERSON STATE UNIVERSITY	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-360-C4F
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	ELD, 277 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Night	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable
<b>Temperature:</b>	16°C / 5°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Shreveport, LA (SHV)	<b>Destination:</b>	Arkadelphia, AR (M89)

## Airport Information

<b>Airport:</b>	Magnolia Municipal (AGO)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leah D Yeager	<b>Adopted Date:</b>	05/16/2011
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77490">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77490</a>		

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