



Aviation Investigation Final Report

Location:	DECATUR, Texas	Accident Number:	FTW92FA152
Date & Time:	June 7, 1992, 12:55 Local	Registration:	N22FD
Aircraft:	SIAI-MARCHETTI SF260B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AN ITALIAN BUILT MILITARY TRAINER EXPERIENCED A CATASTROPHIC ENGINE FAILURE DURING A DEMONSTRATION FLIGHT FOR A PROSPECTIVE BUYER. THE ENGINE FAILURE WAS THE RESULT OF THE FAILURE OF THE ENGINE OIL PUMP SHAFT. WHILE ATTEMPTING A FORCED LANDING TO A TWO LANE HIGHWAY, A HIGH RATE OF DESCENT DEVELOPED DURING AN INADVERTENT STALL AND THE AIRPLANE IMPACTED AN EMBANKMENT ON THE SHOULDER OF THE ROAD, EXPLODED AND BURNED. A 1975 SERVICE BULLETIN RECOMMENDED REPLACEMENT OF THE FAILED SHAFT WITH AN IMPROVED SHAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER AS THE RESULT OF THE FAILURE OF THE ENGINE OIL PUMP. FACTORS WERE NON COMPLIANCE WITH A SERVICE BULLETIN, THE LACK OF SUITABLE TERRAIN, AND INADVERTENT STALL.

Findings

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

Findings

1. (C) LUBRICATING SYSTEM,OIL PRESSURE PUMP - FAILURE,TOTAL
2. (F) MAINTENANCE,SERVICE BULLETIN/LETTER - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL

- 3. ENGINE ASSEMBLY,CONNECTING ROD CAP - SEPARATION
- 4. ENGINE ASSEMBLY,CRANKCASE - CRACKED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

- 5. (F) TERRAIN CONDITION - NONE SUITABLE
- 6. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: FIRE/EXPLOSION
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 5, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 300 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SIAI-MARCHETTI	Registration:	N22FD
Model/Series:	SF260B SF260B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Utility	Serial Number:	17-01
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	2475 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-E4A5
Registered Owner:	HOMER F. WOODARD	Rated Power:	260 Horsepower
Operator:	HOMER F. WOODARD	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FTW ,710 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	165°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 2800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT WORTH , TX (T67)	Type of Flight Plan Filed:	None
Destination:	(T67)	Type of Clearance:	None
Departure Time:	12:35 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	2 Fatal	Latitude, Longitude:	33.229663,-97.58921 (est)

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	LEROY WIGFALL; FORT WORTH , TX
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18361

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).