



# Aviation Investigation Final Report

<b>Location:</b>	EASTOVER, South Carolina	<b>Accident Number:</b>	MIA96LA052
<b>Date &amp; Time:</b>	December 30, 1995, 10:25 Local	<b>Registration:</b>	N3750H
<b>Aircraft:</b>	Mooney M20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot noted a loss of oil pressure during flight followed by a loss of power. He executed a forced landing, and on final approach the airplane struck a guy wire. The engine oil pump was examined, and the oil pump driven gear had failed due to lack of lubrication. The #3 connecting rod and the camshaft then failed. The engine had been overhauled in the field previously, and a service instruction to increase lubrication of the oil pump driven gear had not been accomplished.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: inadequate overhaul procedures by maintenance personnel resulting in an oil pump failure and subsequent loss of engine power.

### Findings

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

#### Findings

1. (C) LUBRICATING SYSTEM,OIL PRESSURE PUMP - SEIZED
2. (C) MAINTENANCE,OVERHAUL - INADEQUATE - OTHER MAINTENANCE PERSONNEL

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. OBJECT - GUY WIRE

## Factual Information

On December 30, 1995, about 1025 eastern standard time, N3750H, a Mooney M020, crashed in Eastover, South Carolina, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed for the flight. The airplane was substantially damaged and the private pilot received minor injuries. The flight had originated about 10 minutes earlier.

The pilot stated he noted a loss of oil pressure followed by a loss of power and he attempted a forced landing to a highway. On final approach the airplane struck a guy wire and came to rest in a ditch.

The engine was initially examined by an FAA inspector who removed the engine oil pump and shipped it to the manufacturer's facility for further examination. The oil pump was further examined and it was determined that the oil pump driven gear seized in the accessory housing. It was also noted that when the engine was overhauled in the field, about 1,167 hours earlier, Lycoming Service Instruction 1341 dated July 30, 1976, was not complied with. This service instruction directs that a hole be drilled in the housing to the driven gear, to allow better lubrication.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 31, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1831 hours (Total, all aircraft), 355 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N3750H
<b>Model/Series:</b>	M20 M20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	240922
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 18, 1995 Annual	<b>Certified Max Gross Wt.:</b>	2740 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A3BD6
<b>Registered Owner:</b>	THOMAS LAGATORE	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CAE ,135 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	10:56 Local	<b>Direction from Accident Site:</b>	145°
<b>Lowest Cloud Condition:</b>	Scattered / 6500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	100°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	6°C / -2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	COLUMBIA , SC (CUB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	MYRTLE BEACH , SC (CRE )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:15 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	33.869407,-80.690956(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alston, Andrew
<b>Additional Participating Persons:</b>	THOMAS DAMOUR; COLUMBIA , SC
<b>Original Publish Date:</b>	November 25, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=37965">https://data.ntsb.gov/Docket?ProjectID=37965</a>

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