Aviation Investigation Final Report

Location:	PHILLIPS, Maine	**Accident Number:**	IAD98LA078
Date & Time:	July 9, 1998, 13:00 Local	**Registration:**	N6191V
Aircraft:	Mastopietro RANS S12	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot was cruising at 400 feet AGL, photographing fields, when the engine initially quit. He performed the emergency procedures for a loss of engine power, the engine restarted, and he tried to climb, but the engine quit a second time. A forced landing was then performed to a hay field. The wreckage was examined by an FAA Inspector. The examination revealed the linkage that connected the oil feed line to the uncertificated two cycle engine had separated.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power due to a separated oil line. A related factor was the unsuitable field.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings
1. (C) LUBRICATING SYSTEM,OIL LINE - SEPARATION

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

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

Findings
2. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On July 9, 1998, at 1300 eastern daylight time, a homebuilt Rans S12, N6191V, was substantially damaged when it collided with terrain during a forced landing near Phillips, Maine. The certificated student pilot and passenger were seriously injured. Visual meteorological conditions prevailed and a flight plan was not filed. The local, personal flight, was conducted under 14 CFR Part 91, and originated at a private grass strip in Phillips, Maine.

The student pilot reported that he was cruising at 400 feet AGL, photographing fields, when the engine initially quit. He performed the emergency procedures for a loss of engine power, the engine restarted, and he tried to climb, but the engine quit a second time. A forced landing was then performed to a hay field.

The wreckage was examined by an FAA Inspector. The examination revealed the linkage that connected the oil feed line to the uncertificated two cycle engine had separated.

The student pilot reported 40 hours of total flight experience including four hours in make and model.

Pilot Information

Certificate:	Student	**Age:**	40,Male
Airplane Rating(s):	None	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	November 3, 1997
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	40 hours (Total, all aircraft), 4 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mastopietro	**Registration:**	N6191V
Model/Series:	RANS S12 RANS S12	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	0892259
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	August 21, 1997 Annual	**Certified Max Gross Wt.:**	975 lbs
Time Since Last Inspection:	115 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	190 Hrs	**Engine Manufacturer:**	Rotax
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	
Registered Owner:	DOUGLAS LISHERNESS	**Rated Power:**	65 Horsepower
Operator:	RANDY D WALKER	**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:**	Night/dark
Observation Facility, Elevation:	BGR ,192 ft msl	**Distance from Accident Site:**	75 Nautical Miles
Observation Time:	12:53 Local	**Direction from Accident Site:**	90°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	26°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	10:00 Local	**Type of Airspace:**	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Serious	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 Serious	**Latitude, Longitude:**	

Administrative Information

Investigator In Charge (IIC):	Drake, Beverley
Additional Participating Persons:	SANDY TAYLOR; PORTLAND , ME
Original Publish Date:	March 31, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=43182