



Aviation Investigation Final Report

Location:	CABOT, Arkansas	Accident Number:	FTW99LA231
Date & Time:	August 21, 1999, 19:05 Local	Registration:	N5465F
Aircraft:	Alon A-2A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that prior to turning on final approach to land, the engine lost power. During the emergency landing in a field of tall grass, the airplane's tail struck a levee and the left wing struck the ground. Examination of the airplane revealed that the engine oil dipstick and cap assembly was not installed, and the forward left side of the fuselage and the windshield were covered in oil.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The missing engine oil filler cap which resulted in the loss of engine power as a result of oil starvation. Factors were the pilot's improper aircraft preflight inspection and the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

- Findings
1. (C) LUBRICATING SYSTEM,OIL FILLER CAP - MISSING
 2. (F) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 3. FLUID,OIL - LEAK
 4. FLUID,OIL - STARVATION
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

- 5. (F) TERRAIN CONDITION - NONE SUITABLE
- 6. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

On August 21, 1999, at 1905 central daylight time, an Alon A-2A single-engine airplane, N5465F, was substantially damaged during a forced landing following a loss of engine power while on approach to the Odom Field Airport near Cabot, Arkansas. The airplane was registered to the Criswell Corporation of Wilmington, Delaware, and operated by a private individual. The private pilot sustained a minor injury when exiting the airplane and his only passenger was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 local personal flight.

According to the NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) and a telephone interview by the NTSB investigator-in-charge, the pilot reported that prior to turning for final approach to runway 27, the engine lost power. He turned the airplane south toward an open field with levees and tall grass. During the landing roll, after about 100 feet, the pilot applied left rudder and the nose landing gear "locked up." The airplane "stood up on its nose," rotated 180 degrees, and came down on its right wing. The left wing then struck the ground, and the tail impacted a levee. Subsequently, the airplane rolled back onto its tail and came to rest upright.

According to an FAA inspector, when he arrived at the scene, the airplane was mounted on a trailer located in the pilot's hanger. While performing a walk-around, the inspector opened the access door on the engine cowl, and "noticed that there wasn't an oil dipstick and cap assembly." The inspector reported that the airplane's windshield and the forward left side of the fuselage were covered with oil.

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	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-w/ waivers/lim	Last FAA Medical Exam:	May 26, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3200 hours (Total, all aircraft), 1000 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Alon	Registration:	N5465F
Model/Series:	A-2A A-2A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	B265
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 10, 1999 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2668 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-90-16F
Registered Owner:	THE CRISWELL CORP	Rated Power:	90 Horsepower
Operator:	MAXIE R. CRISWELL	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(AR28)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	19:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	RED OAK AIRPARK NONE	Runway Surface Type:	
Airport Elevation:	280 ft msl	Runway Surface Condition:	
Runway Used:	27	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	34.960247,-92.020843(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	BUDDY M KOELLNER; LITTLE ROCK , AR
Original Publish Date:	April 6, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47136

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).