



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Graham, Oklahoma                     | <b>Accident Number:</b> | DFW05CA194  |
| <b>Date &amp; Time:</b>        | July 28, 2005, 15:30 Local           | <b>Registration:</b>    | N6776E      |
| <b>Aircraft:</b>               | Cessna 175A                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The 306-hour pilot noticed that the oil pressure gauge indicated low and in the red operating range area while in cruise flight. The pilot elected to initiate a precautionary landing into a nearby open field. During the approach to the field, as the airplane descended closer to the ground, the pilot noted more obstructions. To avoid colliding with power lines, the pilot intentionally stalled the airplane at about 20 feet above the ground and landed hard, with power-on and full-flaps. Examination of the engine revealed that oil was leaking from a failed generator mounting gasket. No oil was observed on the dipstick for the engine crankcase.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The impending loss of engine power as result of the failure of the generator mounting gasket resulting in engine oil starvation. A contributing factor was the lack of suitable terrain for the precautionary landing.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) MISCELLANEOUS, SEAL/BOOT/GASKET - FAILURE
2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

3. LUBRICATING SYSTEM,OIL TANK - LEAK
4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
5. FLUID,OIL - STARVATION

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Occurrence #2: HARD LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

6. (F) TERRAIN CONDITION - NONE SUITABLE
7. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

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Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: EMERGENCY LANDING

## Factual Information

On July 28, 2005, approximately 1530 central daylight time, a single-engine Cessna 175A airplane, N6776E, was substantially damaged during a precautionary landing near Graham, Oklahoma. The private pilot, sole occupant of the airplane, was not injured. The airplane was registered to and operated by the pilot. Visual meteorological conditions prevailed, and a visual flight rules flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The 509-nautical mile cross country flight originated from the Collin County Regional Airport, near McKinney, Texas, approximately 50 minutes prior to the accident and was destined for the Yuma Municipal Airport (2V6), near Yuma, Colorado.

The 306-hour pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that during cruise flight, he noticed that the engine oil pressure gauge indicated "in the red," and elected to initiate a precautionary landing to a nearby open field. The pilot added that he circled the area and noticed a few obstructions in and around the field. The pilot stated that while on final approach to the field, several cows ran into the flight path of the airplane, and he added power to over-fly the cattle. The pilot then observed a fence and power lines directly in the flight path of the airplane. After flying over the fence, the pilot determined that he would not be able to cross over the power lines. The pilot further stated that he elected to do a "full flap power-on stall" from an altitude of approximately 20 feet above the ground. Subsequently, the airplane stalled and landed hard in the field.

Examination of the airplane by an Federal Aviation Administration (FAA) inspector, who responded to the accident site, revealed that the left main and nose wheel landing gear were separated from the airplane. The outboard portion of the left wing was bent upwards. Oil was observed throughout the full length of the fuselage. Examination of the engine revealed that oil was leaking from the generator mounting gasket. No oil was observed on the engine oil dipstick.

## Pilot Information

|                                  |  |  |                  |
|----------------------------------|--|--|------------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 44, 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>     | None   | <b>Second Pilot Present:</b>             | No               |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No               |
| <b>Medical Certification:</b>    | Class 3 With waivers/limitations   | <b>Last FAA Medical Exam:</b>            | December 1, 2004 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |                  |
| <b>Flight Time:</b>              | 306 hours (Total, all aircraft), 250 hours (Total, this make and model), 14 hours (Last 30 days, all aircraft) |  |                  |

## Aircraft and Owner/Operator Information

|                                      |                    |                                       |                 |
|--------------------------------------|--------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cessna             | <b>Registration:</b>                  | N6776E          |
| <b>Model/Series:</b>                 | 175A               | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                    | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal             | <b>Serial Number:</b>                 | 56276           |
| <b>Landing Gear Type:</b>            | Tricycle           | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> |                    | <b>Certified Max Gross Wt.:</b>       |                 |
| <b>Time Since Last Inspection:</b>   |                    | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          |                    | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          |                    | <b>Engine Model/Series:</b>           | G0-300A         |
| <b>Registered Owner:</b>             | Marvin Pletcher    | <b>Rated Power:</b>                   | 175 Horsepower  |
| <b>Operator:</b>                     | Marvin D. Fletcher | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|   |                                  |   |      |
|---|----------------------------------|---|------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day  |
| <b>Observation Facility, Elevation:</b> |                                  | <b>Distance from Accident Site:</b>         |      |
| <b>Observation Time:</b>                |                                  | <b>Direction from Accident Site:</b>        |      |
| <b>Lowest Cloud Condition:</b>          |                                  | <b>Visibility</b>                           |      |
| <b>Lowest Ceiling:</b>                  |                                  | <b>Visibility (RVR):</b>                    |      |
| <b>Wind Speed/Gusts:</b>                | /                                | <b>Turbulence Type Forecast/Actual:</b>     | /    |
| <b>Wind Direction:</b>                  |                                  | <b>Turbulence Severity Forecast/Actual:</b> | /    |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               |      |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |      |
| <b>Departure Point:</b>                 | McKinney, TX (TKI)               | <b>Type of Flight Plan Filed:</b>           | None |
| <b>Destination:</b>                     | Yuma, CO (2V6)                   | <b>Type of Clearance:</b>                   | None |
| <b>Departure Time:</b>                  |                                  | <b>Type of Airspace:</b>                    |      |

## Wreckage and Impact Information

|                            |        |                             |                      |
|----------------------------|--------|-----------------------------|----------------------|
| <b>Crew Injuries:</b>      | 1 None | <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 None | <b>Latitude, Longitude:</b> | 34.303054,-97.019447 |

## Administrative Information

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|--|---|
| <b>Investigator In Charge (IIC):</b>     | McGill, C Frank   |
| <b>Additional Participating Persons:</b> | Jeff Jennings; Federal Aviation Administration; Oklahoma City, OK                                     |
| <b>Original Publish Date:</b>            | October 27, 2005  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             | This accident report documents the factual circumstances of this accident as described to the NTSB.   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=62090">https://data.nts.gov/Docket?ProjectID=62090</a> |

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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](#).