



Aviation Investigation Final Report

Location:	Shelby, Illinois	Accident Number:	CEN12LA455
Date & Time:	July 17, 2012, 11:00 Local	Registration:	N7003E
Aircraft:	Cessna 175A	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While in cruise flight, the pilot-rated passenger and flight instructor heard a knocking sound from the engine. The flight instructor reduced the engine power and diverted the airplane toward the nearest airport. Subsequently, the pilots heard a loud “clunk” sound from the engine, the engine lost power, and smoke filled the cockpit. The flight instructor executed a forced landing to a field, and the airplane nosed over. An examination of the engine found that the No. 3 cylinder had failed due to oil starvation; however, a reason for the oil starvation could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to oil starvation for reasons that could not be determined because engine examinations revealed no malfunctions or failures that would have led to oil starvation.

Findings

Aircraft	Quantity - Failure
Aircraft	(general) - Failure

Factual Information

History of Flight

Enroute	Unknown or undetermined
Enroute	Loss of engine power (total) (Defining event)
Landing	Off-field or emergency landing
Landing	Nose over/nose down

On July 17, 2012, about 1100 eastern daylight time, a Cessna 175A airplane, N7003E, conducted a forced landing after a loss of engine power near Shelby, Indiana. The certificated flight instructor (CFI) and the pilot rated passenger were not injured. The airplane sustained substantial damage. The airplane was registered to and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The flight departed the Anderson Municipal Airport (KAID), Anderson, Indiana, and was headed for the Poplar Grove Airport (C77), Poplar Grove, Illinois.

According to a statement provided by the CFI, while cruising at 4,500 feet mean sea level, he heard a knocking sound coming from the engine. Engine power was reduced and the pilots began to divert to a nearby airport when they heard a big "clunk" from the engine. Smoke emanated from the engine and filled the cockpit. The CFI performed a forced landing to a bean field. During the landing the airplane nosed over resulting in substantial damage to the vertical stabilizer. Damage was also noted to the engine case and the #3 cylinder counterweight.

An examination of the engine found evidence of oil starvation resulting in damage to the engine. The reason for the oil starvation could not be determined.

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	58
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 6, 2011
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7003E
Model/Series:	175A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	56503
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:		Engine Model/Series:	GO-300 SERIES
Registered Owner:	PERRY DENNIS R	Rated Power:	175 Horsepower
Operator:	PERRY DENNIS R	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGEZ	Distance from Accident Site:	
Observation Time:	10:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANDERSON, IN (AID)	Type of Flight Plan Filed:	None
Destination:	POPLAR GROVE, IL (C77)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.348735,-88.986213(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Daniel Sedberry; FAA FSDO; South Bend, IN
Original Publish Date:	January 30, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=84363

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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](#).