



Aviation Investigation Final Report

Location:	TOPINABEE, Michigan	Accident Number:	CHI93LA123
Date & Time:	March 28, 1993, 16:30 Local	Registration:	N4017X
Aircraft:	ROCKWELL 100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was in cruise flight at 1500 feet agl when the airplane experienced a total loss of engine power. He made a forced landing on a rural road, and the right wing of the airplane struck a tree during the landing roll. The investigation revealed a failure of the oil line to the oil pressure gauge.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the total loss of engine power due to failure of the oil line to the oil pressure gauge. A factor relating to the accident was no suitable terrain on which to make a forced landing.

Findings

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

Findings

1. (C) LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - TREE(S)
3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On March 28, 1993, at 1630 eastern standard time, a Rockwell Lark, N4017X, sustained substantial damage when the pilot made an off-airport forced landing near Topinabee, Michigan. The private pilot and his sole passenger were not injured. The personal flight originated at the Cheboygan City-County Airport at 1615. No flight plan was filed, and visual meteorological conditions prevailed at the time.

The pilot reported a complete loss of engine power while in cruise flight. He made a forced landing on a rural road, and the right wing of the airplane struck a tree during landing rollout.

The Federal Aviation Administration inspector who examined the airplane reported the oil pressure gauge line was broken, and oil covered the full length of the fuselage.

Pilot Information

Certificate:	Private	Age:	65, 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--no waivers/lim.	Last FAA Medical Exam:	June 28, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	950 hours (Total, all aircraft), 950 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL	Registration:	N4017X
Model/Series:	100 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5150
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 6, 1992 Annual	Certified Max Gross Wt.:	2475 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1950 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A2F
Registered Owner:	GERALD ROUSE	Rated Power:	180 Horsepower
Operator:		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:	PLN ,720 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	16:49 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C
Precipitation and Obscuration:			
Departure Point:	CHEBOYGAN , MI (Y15)	Type of Flight Plan Filed:	None
Destination:	(Y15)	Type of Clearance:	None
Departure Time:	16:15 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 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Doub, Mark
Additional Participating Persons:	TEDDY E ROBY; GRAND RAPIDS , MI
Original Publish Date:	July 25, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9203

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