



# The National Transportation Safety Board

Office of Aviation Safety  
Central Region  
Memorandum for the Record  
Pilot Telephone Interview  
Summary  
CEN20LA301  
Idabel Oklahoma  
July 22, 2020

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## Telephone Interview Summary with Pilot:

The pilot was on a multi-leg cross country flight. On a planned refueling stop in Kennett, Missouri (TKX), the pilot noticed an oil leak coming from a chaffed oil line leading to the propeller governor. The pilot, with assistance from a local FBO, removed the damaged oil line and replaced the line with a used serviceable oil line. After the installation and preflight, the pilot took off and climbed to 5,500 feet MSL, enroute to his destination. About 70 minutes later, the pilot smelled something and observed oil on the windscreen. The pilot asked Air Traffic Control (ATC) for the nearest airport, which was about 11-miles away. As the pilot was maneuvering to the airport to land, the engine stopped producing power. About 1/2 mile from the airport, about 70-feet above the ground, the pilot attempted to maneuver the airplane to land on a roadway. The airplane impacted power lines and the ground. The pilot stated that he could not see the power lines through the oil covered windscreen. The airplane came to rest in a ditch adjacent to the roadway, resulting in structural damage to the fuselage and empennage. Both occupants exited the airplane uninjured and emergency personnel arrived.

The experimental airplane had completed a conditional airworthiness inspection on May 1, 2020. According to FAA Airworthiness Directive AD 90-04-06R1, a clamp should have been installed on the oil line leading to the propeller governor. The pilot reported that when he replaced the oil line at TKX, there was no clamp present, so he did not install a clamp and was not aware of the applicable AD. He also reported that had he been aware of the AD, he would have installed a new oil line and clamp.

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