



Michael J. Hodges
Aviation Accident Investigator / Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

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Subject: CEN23LA327

The NTSB investigator-in-charge spoke on the telephone with Stuart Davis. Stuart Davis is the airplane owner and accident pilot with N730WL.

The purpose of the flight was for the two occupants to travel in the amateur-built experimental airplane to the Experimental Aircraft Association AirVenture Oshkosh at the Wittman Regional Airport (OSH), Oshkosh, Wisconsin.

The airplane stopped at the Muskogee-Davis Regional Airport (MKO), Muskogee, Oklahoma, where it was refueled with about 35 gallons of 100 low lead fuel. The airplane departed to the north and after being established in cruise flight at 6,000 ft, the pilot, noticed that a red warning light in the cockpit was illuminated. He noticed the oil pressure gauge was "pegged" at 320°F. The pilot immediately reduced engine power and initiated a glide profile to "take all the load off the engine," so it could cool down.

The pilot decided to land at the closest airport, which was the Mid-America Industrial Airport (H71), Pryor, Oklahoma. While setting up for the approach to runway 36, the engine "seized up," and sustained a total loss of power. The pilot performed a forced landing to a flat grass field about 3 miles south of the threshold for runway 36. The airplane came to rest upright and both occupants were able to egress from the airplane without further incident.

The airplane was equipped with an experimental General Motors LS-3 (V-8) automotive engine. The pilot reported that he will search for the airframe and engine maintenance records and if he finds them, he will share them with the NTSB.

Nothing Follows