



Aviation Investigation Final Report

Location:	Olla, Louisiana	Accident Number:	CEN22LA247
Date & Time:	June 9, 2022, 15:45 Local	Registration:	N416TS
Aircraft:	Piper PA-32R-301	Aircraft Damage:	Substantial
Defining Event:	Unknown or undetermined	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While enroute on a cross-country flight, an aural alarm sounded that indicated the oil pressure was low. The pilot turned to the nearest airport for a precautionary landing and attempted to troubleshoot the issue, but the engine remained very “sluggish.” While maneuvering toward the airport the pilot could not maintain altitude and made an off-field landing into a field about 7.5 miles from the airport. The airplane sustained substantial damage to the right wing and forward section of the fuselage during the forced landing.

No preimpact anomalies were found with the airframe, fuel-injected engine, or engine oil system that would have precluded normal operations. The engine had continuity throughout its drive system. The engine controls were connected and secured from the cockpit to the engine and the oil and fuel lines were connected and secured. The engine oil cooler and associated oil lines did not show any evidence of oil leakage. Oil was present in the oil lines, engine oil sump, and oil pump. The oil pump turned freely with no binding. The reason for the low oil pressure warning and the subsequent partial loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The partial loss of engine power for undetermined reasons.

Findings

Aircraft	(general) - Unknown/Not determined
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Factual Information

History of Flight

Enroute	Unknown or undetermined (Defining event)
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On June 9, 2022, about 1545 central standard time, a Piper PA32R-301 airplane, N416TS, was substantially damaged when it was involved in an accident near Olla, Louisiana. The private pilot sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot was flying under visual flight rules (VFR) from Union Parish Airport (F87), Farmerville, Louisiana, to Houma, Louisiana, with VFR flight following services provided by air traffic control. While enroute at 3,000 ft above mean sea level, an aural alarm sounded that indicated the oil pressure was low. He turned to the nearest airport for a precautionary landing and attempted to troubleshoot the issue, but the engine remained very “sluggish.” While maneuvering toward Olla Municipal Airport (L47), Olla, Louisiana, he could not maintain altitude and made an off-field landing into a field located about 7.5 miles east of L47. The airplane sustained damage to the right wing and forward section of the fuselage during the forced landing.

The airplane wreckage was transported to a secure facility in Baton Rouge, Louisiana, for further examination. Postaccident examination of the airframe and engine revealed no preimpact anomalies with the airframe, engine, or engine oil system. The engine controls were found connected and secured from the cockpit to the engine. The engine had continuity throughout its drive system; suction and compression were verified on all cylinders. The left and right magnetos were tested and produced spark to their respective spark plugs leads. The fuel servo fuel screen was clean and free of debris. The fuel injection distribution block was intact and had a small amount of fuel in it. The engine-driven fuel pump operated when tested. The oil and fuel lines were found connected and secured. Examination of the engine oil cooler and associated oil lines did not reveal any evidence of oil leakage. Oil was present in the oil lines, engine oil sump, and oil pump. The oil pump turned freely with no binding.

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 None	Last FAA Medical Exam:	October 8, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 198 hours (Total, all aircraft), 107 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N416TS
Model/Series:	PA-32R-301	Aircraft Category:	Airplane
Year of Manufacture:	1998	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3246100
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 1, 2022 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2128 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1G5
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMLU,73 ft msl	Distance from Accident Site:	67 Nautical Miles
Observation Time:	15:32 Local	Direction from Accident Site:	28°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	33°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Farmerville, LA (F87)	Type of Flight Plan Filed:	None
Destination:	Houma, LA (HUM)	Type of Clearance:	VFR;VFR flight following
Departure Time:	15:25 Local	Type of Airspace:	Class E

Airport Information

Airport:	Olla Municipal L47	Runway Surface Type:	
Airport Elevation:	157 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	31.5336,-92.66(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Mark Lazard; FAA FSDO; Baton Rouge, LA
Original Publish Date:	April 25, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105260

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).