



Aviation Investigation Final Report

Location:	MANSFIELD, Ohio	Accident Number:	CHI83LA144
Date & Time:	March 17, 1983, 19:47 Local	Registration:	CGQYP
Aircraft:	PIPER PA24-260	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING CRUISE FLT AT 8000 FT MSL, THE ENG LOST OIL PRESSURE. THE PLT STATED THAT SMOKE ENTERED THE COCKPIT & SPARKS WERE SEEN IN THE COWLING AREA. SHORTLY AFTER THAT, THE ENG SEIZED. RADAR VECTORS WERE OBTAIN TO THE CLOSEST ARPT; HOWEVER, THE PLT WAS UNABLE TO REACH THE RWY. THE ACFT WAS DAMAGED DURING A LANDING APRX 300 FT SHORT OF THE OVERRUN. OIL STAINS WERE FOUND IN THE LEFT WING ROOT & ON THE BELLY OF THE ACFT. A SMALL HOLE WAS FOUND IN AN OIL HOSE TO THE OIL COOLER. THE OIL HOSE (LOW PRESSURE, TYPE H600) WAS AN IMPROPER PART.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) LUBRICATING SYSTEM,OIL HOSE - IMPROPER
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
4. (C) FLUID,OIL - LEAK

- 5. (C) FLUID,OIL - EXHAUSTION
- 6. FUSELAGE,CREW COMPARTMENT - SMOKE
- 7. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 26, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft), 45 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	CGQYP
Model/Series:	PA24-260 PA24-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-4119
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 9, 1982 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2936 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	IO-540-D4A5
Registered Owner:	ANGIE GENE LUCIANI	Rated Power:	260 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:	Night/dark
Observation Facility, Elevation:	MFD ,1297 ft msl	Distance from Accident Site:	
Observation Time:	19:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LONDON, ONTARIO	Type of Flight Plan Filed:	IFR
Destination:	NASHVILLE , TN	Type of Clearance:	IFR
Departure Time:	18:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	MANSFIELD LANM MFD	Runway Surface Type:	Asphalt
Airport Elevation:	1297 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	6795 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 2 None	Latitude, Longitude:	40.780979,-82.530487(est)

Administrative Information

Investigator In Charge (IIC): Rathke jr., Fred

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12114>

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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](#).