



# Aviation Investigation Final Report

<b>Location:</b>	HILLSBORO, Texas	<b>Accident Number:</b>	FTW87FA149
<b>Date &amp; Time:</b>	June 22, 1987, 18:15 Local	<b>Registration:</b>	N7481S
<b>Aircraft:</b>	PIPER PA-60-601	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

APRX 3 MIN AFTER LEVELING AT 6500', THE ACFT BEGAN LOSING PWR DESPITE ATTEMPTS TO REMEDY THE PROBLEM BY USING BOOST PUMP & X-FEED. SUBSEQUENTLY, BOTH ENGS LOST POWER & THE ACFT WAS DAMAGED DRG A WHEELS-UP LNDG IN A MILO FIELD. AN EXAM REVEALED THE UPPER & LOWER FUEL VENT LINES ON BOTH SIDES OF THE ACFT, AS WELL AS THE LOWER VENT LINE DRAINS, WERE PARTIALLY OR FULLY CLOGGED BY HARD DIRT. THE DIRT APPEARED TO HAVE BEEN DEPOSITED BY WASPS. THE ACFT HAD FLOWN ONLY ABOUT 2.7 HRS SINCE THE LAST ANNUAL INSPN ON 6/6/87.

## 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) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

#### Findings

1. (C) MAINTENANCE,INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) FUEL SYSTEM,VENT - BLOCKED(PARTIAL)
4. (C) FUEL SYSTEM,VENT - BLOCKED(TOTAL)
5. (C) FLUID,FUEL - STARVATION

6. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. WHEELS UP LANDING

8. (F) TERRAIN CONDITION - CROP

9. (F) TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 15, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3850 hours (Total, all aircraft), 452 hours (Total, this make and model), 3440 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7481S
<b>Model/Series:</b>	PA-60-601 PA-60-601	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	61004893
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 6, 1987 Annual	<b>Certified Max Gross Wt.:</b>	5700 lbs
<b>Time Since Last Inspection:</b>	2 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2862 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-540-G1B5
<b>Registered Owner:</b>	CARY E GILLUM	<b>Rated Power:</b>	290 Horsepower
<b>Operator:</b>	CARY E.GILLUM	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ACT ,516 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	17:49 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Scattered / 4000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	16 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	34°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MESQUITE , TX (F42 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CORPUS CHRISTI , TX (CRP )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:50 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.000885,-97.109863(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wandel, Warren
<b>Additional Participating Persons:</b>	RAYMOND MORANTES; DALLAS , TX
<b>Original Publish Date:</b>	March 31, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=22253">https://data.ntsb.gov/Docket?ProjectID=22253</a>

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