



Aviation Investigation Final Report

Location:	JACKSONVILLE, Arkansas	Accident Number:	MKC89LA037
Date & Time:	December 10, 1988, 12:30 Local	Registration:	N8356P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A LOCAL FAMILIARIZATION AND ACCEPTANCE FLIGHT FOR THE NEW ACFT OWNER, SMOKE ENTERED THE COCKPIT AND OIL PRESSURE WAS LOST. A PRECAUTIONARY EMERGENCY LDG WAS ATTEMPTED ON A SOFT, MUDDY, PLOWED FARM FIELD, RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT. POST-ACCIDENT INVESTIGATION REVEALED AN OIL COOLER INLET LINE HAD RUPTURED AND HAD DRIPPED OIL ONTO THE EXHAUST SYSTEM, CAUSING SMOKE AND SUBSEQUENT LOSS OF OIL PRESSURE. THE LINE WAS WRAPPED WITH ASBESTOS AND HAD BECOME VERY BRITTLE. THE OIL LINE WAS ORIGINAL EQUIPMENT AND HAD A TOTAL TIME OF 2872 HOURS. THE ACFT HAD JUST RECENTLY RECEIVED AN ANNUAL INSPECTION AND HAD FLOWN LESS THEN ONE HOUR SINCE THE INSPECTION.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings

1. (F) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL

2. (C) LUBRICATING SYSTEM,OIL LINE - RUPTURED
3. (F) FUSELAGE,CABIN - SMOKE

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE
5. (F) TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - WET

Factual Information

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 20, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2003 hours (Total, all aircraft), 1 hours (Total, this make and model), 1863 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8356P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-3612
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 9, 1988 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2872 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1A5
Registered Owner:	MESSER, MAURICE O	Rated Power:	250 Horsepower
Operator:	MESSER, MAURICE O	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:	Day
Observation Facility, Elevation:	LIT ,265 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	12:49 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	N. LITTLE ROCK , AR (1M1)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Soft;Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.859363,-92.119529(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: CHARLES BURGE;

Original Publish Date: September 25, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=34734>

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](#).