



Aviation Investigation Final Report

Location:	FELTON, Pennsylvania	Accident Number:	NYC92LA119
Date & Time:	June 16, 1992, 15:30 Local	Registration:	N21RE
Aircraft:	PIPER PA-24-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

AFTER TAKEOFF, FOLLOWING THE INSTALLATION OF A PROPELLER GOVERNOR OIL LINE, A LOSS OF OIL PRESSURE WAS NOTICED. A PRECAUTIONARY LANDING WAS MADE IN A WHEAT FIELD. THE OIL RETURN LINE FROM THE NUMBER THREE CYLINDER WAS FOUND DISCONNECTED. THE MECHANIC WHO PERFORMED THE WORK STATED HE WAS A ONE MAN SHOP AND DUE TO DIFFICULTIES, THE JOB TOOK 3 HOURS INSTEAD OF THE PROJECTED 1 1/2 HOURS. HE ALSO SAID HE ALLOWED CUSTOMER PRESSURE TO OVERRIDE HIS STANDARDS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A PRECAUTIONARY LANDING IN UNSUITABLE TERRAIN. AN ADDITIONAL CAUSE WAS THE FAILURE OF THE MECHANIC TO TIGHTEN THE OIL RETURN LINE ON THE NUMBER THREE CYLINDER. A FACTOR RELATED TO THE ACCIDENT WAS THE PRESSURE THE MECHANIC FELT TO COMPLETE THE JOB IN A TIMELY MANNER.

Findings

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

Findings

1. (C) LUBRICATING SYSTEM,OIL LINE - LOOSE

2. (C) MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (F) PRESSURE - OTHER MAINTENANCE PERSONNEL
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND(CFI)
6. (C) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 7, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 113 hours (Total, this make and model), 13800 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N21RE
Model/Series:	PA-24-180 PA-24-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1718
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 1, 1991 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	72 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1585 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	HUGH J. HARMON	Rated Power:	180 Horsepower
Operator:	HUGH J. HARMON	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:	LNS ,403 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Unknown	Visibility	25 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SMOKETOWN , PA (37PA)	Type of Flight Plan Filed:	None
Destination:	FREDERICK , MD (FDK)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.850742,-76.559867(est)

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	FRANK GURISH; HARRISBURG , PA
Original Publish Date:	August 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37173

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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](#).