



Aviation Investigation Final Report

Location:	MOREHEAD, Kentucky	Accident Number:	NYC95LA134
Date & Time:	June 28, 1995, 08:20 Local	Registration:	N16WW
Aircraft:	PIPER PA-24-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT WHILE AT A CRUISE ALTITUDE OF 4,500 FEET MSL THE 'ANNUNCIATOR LIGHTS STARTED BLINKING AND THEN BECAME SOLID.' HE THEN NOTED THAT THE OIL PRESSURE 'NEEDLE REGISTERED NO OIL.' THE ENGINE LOST POWER, AND THE PILOT ELECTED TO LAND AT THE NEAREST AIRPORT. THE AIRPLANE TOUCHED DOWN HALFWAY DOWN A 2,600-FOOT RUNWAY WHICH HAD HIGH OBSTRUCTIONS AT THE APPROACH END. THE PILOT WAS UNABLE TO STOP THE AIRPLANE ON THE REMAINING RUNWAY, SKIDDED ACROSS GRASS WITH HEAVY DEW AND IMPACTED A BACK PORCH OF A MOBILE HOME. EXAMINATION OF THE ENGINE REVEALED IT WAS DEPLETED OF OIL. THE ENGINE TEARDOWN REVEALED THAT BOTH COMPRESSION RINGS ON THE NUMBER TWO CYLINDER WERE FRACTURED IN SEVERAL PIECES; THE CAMSHAFT WAS ENGRAVED WITH THE WORDING 'NOT A CERTIFIED PART;' AND ALL EIGHT ROD BOLT NUTS WERE INSTALLED UPSIDE DOWN. THE ENGINE RECORDS REVEALED THAT THE LAST ENGINE OVERHAUL WAS ON 7/5/92.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to assure that an inadequate oil supply was available for the flight.

Findings

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

Findings

1. ENGINE ASSEMBLY,CONNECTING ROD BOLT - REVERSED
2. MAINTENANCE,OVERHAUL,MAJOR - IMPROPER - OWNER/PILOT MECHANIC
3. (C) FLUID,OIL - STARVATION
4. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

5. AIRPORT FACILITIES,RUNWAY OVERRUN AREA - HIGH OBSTRUCTION(S)
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SHORT RUNWAY/LANDING AREA

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

7. OBJECT - RESIDENCE

Factual Information

On June 28, 1995, about 0820 eastern daylight time, a Piper PA-24-180, N16WW, collided with a mobile home after a forced landing at the Morehead-Rowan County Airport (I32), Morehead, Kentucky. The airplane was substantially damaged. The private pilot and one passenger were not injured. Visual meteorological conditions prevailed, and no flight plan had been filed. The personal flight was being conducted under 14 CFR Part 91.

While en route from Huntington, West Virginia to Broomfield, Colorado, and at a cruise altitude of 4500 feet mean sea level, the pilot stated that the "annunciator lights started blinking and then became solid." The pilot then noted that the oil pressure "needle registered no oil." The engine lost power, and the pilot elected to land at I32. The airplane touched halfway down runway 23, which had high obstructions at the approach end, and was 2600 feet long and 75 feet wide. The pilot stated she was unable to stop the airplane on the remaining runway, skidded across "low grass with a heavy dew" and impacted with the back porch of a mobile home.

The FAA examined the engine at the accident site and observed that it was depleted of oil. The engine was disassembled on July 14, 1995. The following discrepancies were noted by the FAA Inspector during the disassembly: Both compression rings on number two (2) cylinder were fractured in several pieces; the camshaft was engraved with the wording "Not a certified part;" and all eight rod bolt nuts were installed upside-down.

The engine records, revealed that the last overhauled on the engine was on July 5, 1992.

The private pilot's total flight time was 1,400 hours, of which 200 hours were in this make and model airplane.

At the time of the accident the wind was variable, from 230 degrees.

Pilot Information

Certificate:	Private	Age:	69,Female
Airplane Rating(s):	Single-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--no waivers/lim.	Last FAA Medical Exam:	June 1, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft), 200 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N16WW
Model/Series:	PA-24-180 PA-24-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-180
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	PAUL L. & EDDIE E. WHISTLE	Rated Power:	180 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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:			
Departure Point:	HUNTINGTON , WV (HTS)	Type of Flight Plan Filed:	None
Destination:	LOUISVILLE , KY (LOU)	Type of Clearance:	None
Departure Time:	07:35 Local	Type of Airspace:	

Airport Information

Airport:	MOOREHEAD-ROWAN I32	Runway Surface Type:	Asphalt
Airport Elevation:	845 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	
Runway Length/Width:	2600 ft / 75 ft	VFR Approach/Landing:	Forced 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:	38.19086,-83.440673(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	RICHARD E KELLY; LOUISVILLE , KY
Original Publish Date:	December 16, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38979

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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](#).