



Aviation Investigation Final Report

Location:	OREGON CITY, Oregon	Accident Number:	SEA87LA016
Date & Time:	November 1, 1986, 21:40 Local	Registration:	N8419P
Aircraft:	PIPER PA-24-400	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF, AN ENG FAILURE OCCURRED. THE PLT ELECTED TO MAKE A FORCED LNDG ON A FREEWAY. DURING THE LANDING, THE ACFT COLLIDED WITH TWO VEHICLES. AN INSPECTION REVEALED AN ENG OIL LINE HAD RUPTURED WHICH LED TO OIL EXHAUSTION. EVIDENCE INDICATED THE OIL LINE WAS NOT REPLACED AT TIME OF AN ENG CHANGE & THE LINE WAS ORIGINAL EQUIP DATING FROM FROM 1964.

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

Findings

1. (C) LUBRICATING SYSTEM,OIL LINE - DETERIORATED
 2. (F) MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
 3. (C) LUBRICATING SYSTEM,OIL LINE - BURST
 4. (C) FLUID,OIL - EXHAUSTION
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. (F) OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	30, 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):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 4, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	970 hours (Total, all aircraft), 5 hours (Total, this make and model), 730 hours (Pilot In Command, all aircraft), 88 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8419P
Model/Series:	PA-24-400 PA-24-400	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	26-11
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	January 29, 1986 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2841 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-720-A1A
Registered Owner:	NICKERSON FLEET MANAGEMENT	Rated Power:	400 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	AERO-AIR, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	PDX ,204 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	21:47 Local	Direction from Accident Site:	290°
Lowest Cloud Condition:	Unknown / 20000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TROUTDALE , OR (TTD)	Type of Flight Plan Filed:	None
Destination:	HILLSBORO , OR (HIO)	Type of Clearance:	None
Departure Time:	21:30 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	Unknown
Ground Injuries:	1 Minor	Aircraft Explosion:	None
Total Injuries:	1 Minor, 4 None	Latitude, Longitude:	45.319553,-122.51963(est)

Administrative Information

Investigator In Charge (IIC): Daily jr., H.

Additional Participating Persons: EDWIN E ELDER; HILLSBORO , OR

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=40560>

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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](#).