



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW ORLEANS, LA	Accident Number:	FTW83FA252
Date & Time:	05/30/1983, 1004 CDT	Registration:	N52AC
Aircraft:	PIPER PA-60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WITNESSES REPORTED THAT WHEN THE ACFT WAS STABILIZED ON FINAL APCH, IT PITCHED UP SLIGHTLY & YAWED, THEN ROLLED LEFT TO AN INVERTED ATTITUDE & CRASHED IN A CANAL. SEVERAL WITNESSES STATED THAT THE LEFT PROP WAS WINDMILLING. ONE STATED THE LEFT PROP HAD STOPPED. TWO OTHERS SAID SMOKE WAS TRAILING FROM THE ACFT. ONE WITNESS STATED THAT AFTER THE ACFT PASSED OVER HIS CAR, A FINE MIST OF OIL FELL ON HIS WINDSHIELD. WHEN THE ACFT WAS RECOVERED FROM THE CANAL, THE LEFT PROP WAS FOUND IN THE FEATHERED POSITION WHILE THE RIGHT PROP WAS NEAR ITS LOW PITCH STOPS. THE LEFT PROP DOME WAS FOUND DEPLETED OF AIR PRESSURE & NO OIL WAS FOUND IN THE LEFT ENG CASE. ALSO, AN OIL FILM WAS FOUND ON THE BOTTOM OF THE LEFT ENG, LEFT FLAP & LEFT STABILIZER. A FURTHER EXAM REVEALED THAT AN OIL INTERCONNECT LINE, PIPER PN: 920024-811, HAD FAILED INSIDE ITS FIRE PROOF COVERING. THE HOSE WAS 8 YRS OLD, ITS RECOMENDED REPLACEMENT INTERVAL WAS 5 YRS. IT HADBEEN INSTALLED WITH A SMALL BEND RADIUS. ALSO, THE LEFT ENG HAD EVIDENCE OF HEAT & WEAR DUE TO LACK OF OIL.

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(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) LUBRICATING SYSTEM,OIL HOSE - DETERIORATED
2. (F) MAINTENANCE,INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
3. (F) LUBRICATING SYSTEM,OIL HOSE - LIFE EXPIRED
4. (F) MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
5. (F) LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
6. (F) FLUID,OIL - LOSS,TOTAL

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH

Findings

7. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/01/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N52AC
Model/Series:	PA-60 PA-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61-0019
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	12/15/1982, Annual	Certified Max Gross Wt.:	5700 lbs
Time Since Last Inspection:	11 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2809 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-P1A5
Registered Owner:	HALLER AIRCONDITIONING MAINT.	Rated Power:	290 hp
Operator:	HALLER AIRCONDITIONING MAINT.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	NEW, 9 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1010 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	DIAMOND HEAD, MS (M507)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0940 CDT	Type of Airspace:	

Airport Information

Airport:	LAKEFRONT (NEW)	Runway Surface Type:	Macadam
Airport Elevation:	9 ft	Runway Surface Condition:	Dry
Runway Used:	36L	IFR Approach:	None
Runway Length/Width:	5800 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).