



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BENTONVILLE, AR	<b>Accident Number:</b>	FTW85FA123
<b>Date &amp; Time:</b>	02/22/1985, 0740 CST	<b>Registration:</b>	N60817
<b>Aircraft:</b>	PIPER PA-601P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE ACFT CONTACTED LIVESTOCK, A FENCE AND THE GEAR COLLAPSED DURING A FORCED LANDING FOLLOWING A LOSS OF PWR ON THE RIGHT ENG. THE PLT REPORTED THAT AFTER HE FEATHERED THE RIGHT ENG PROP AND LOWERED THE GEAR HE NOTED THE AUX HYDRAULIC SYSTEM PRESSURE GAGE WAS INDICATING ZERO. POST ACCIDENT INSPECTION DISCLOSED EVIDENCE OF AN OIL LEAK FROM THE LEFT LOWER SECTION OF THE RIGHT ENG. TESTS REVEALED THE LEAK ORIGINATED FROM THE OIL COOLER PRESSURE LINE WHICH FAILED DUE TO SEVERE CORROSION OF THE WIRE BRAID AND DEFORMATION OF THE INNER COVER. TESTING OF THE AUX HYDRAULIC PRESSURE PUMP DISCLOSED THE 35 AMPERE CURRENT LIMITER WAS BLOWN AND 40 AMPERES WERE REQUIRED TO DRIVE THE PUMP MOTOR.

## 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) - NONMECHANICAL  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (C) LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL
  2. (C) LUBRICATING SYSTEM,OIL LINE - CORRODED
  3. (C) FLUID,OIL - LEAK
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: DESCENT - EMERGENCY

### Findings

4. HYDRAULIC SYSTEM,PUMP - IMPROPER
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Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

5. OBJECT - ANIMAL(S)
  6. OBJECT - FENCE
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Occurrence #5: GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/06/1984
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1232 hours (Total, all aircraft), 19 hours (Total, this make and model), 1142 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N60817
<b>Model/Series:</b>	PA-601P PA-601P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	61P075880633
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	02/15/1984, Annual	<b>Certified Max Gross Wt.:</b>	6000 lbs
<b>Time Since Last Inspection:</b>	95 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	616 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-540-S1A5
<b>Registered Owner:</b>		<b>Rated Power:</b>	290 hp
<b>Operator:</b>	ROBSON S. WALTON	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	FYV, 1251 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0727 CST	Direction from Accident Site:	165°
Lowest Cloud Condition:	Unknown / 1300 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 1300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16° C / 15° C
Precipitation and Obscuration:			
Departure Point:	(H00)	Type of Flight Plan Filed:	IFR
Destination:	LITTLE ROCK, AR (LIT)	Type of Clearance:	IFR
Departure Time:	0735 CST	Type of Airspace:	TRSA

## Airport Information

Airport:	BENTONVILLE MUNI (H00)	Runway Surface Type:	Asphalt
Airport Elevation:	1296 ft	Runway Surface Condition:	Wet
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4090 ft / 65 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	W. V WANDEL	Report Date:	
Additional Participating Persons:	JOHN CIASCA; LITTLE ROCK, AR		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).