



National Transportation Safety Board Aviation Accident Final Report

Location:	PACIFIC OCEAN, PO	Accident Number:	LAX89LA119
Date & Time:	02/14/1989, 1200	Registration:	N41169
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

DURING CRUISE FLIGHT, THE RIGHT ENGINE SUDDENLY LOST OIL PRESSURE. THE PILOT COULD SEE THAT OIL WAS COMING OUT OF THE ENGINE AREA. THE PILOT SHUT THE ENGINE DOWN. DUE TO HIGH GROSS WEIGHT, THE AIRPLANE WAS UNABLE TO MAINTAIN ALTITUDE ON THE REMAINING ENGINE. THE AIRPLANE WAS DITCHED IN THE OCEAN AND NOT RECOVERED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF OIL PRESSURE DUE TO UNKNOWN CIRCUMSTANCES. CONTRIBUTING TO THE CAUSE OF THE ACCIDENT WAS THE OVERWEIGHT CONDITION OF THE AIRPLANE NECESSITATED BY OVERWATER FUEL REQUIREMENTS.

Findings

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

Findings

1. (C) FLUID,OIL - NO PRESSURE
2. 1 ENGINE

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

3. (C) AIRCRAFT PERFORMANCE,ENGINE OUT CAPABILITY - EXCEEDED

Occurrence #3: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. TERRAIN CONDITION - WATER,ROUGH

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	06/05/1986
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	9000 hours (Total, all aircraft), 300 hours (Total, this make and model), 8700 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 25 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N41169
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3 1-8452009
Landing Gear Type:	Retractable - Tricycle	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	TIO-540-J2BD
Registered Owner:	CHARLES R. FARNN GRAIN ELEV.	Rated Power:	350 hp
Operator:	SOUTHERN CROSS AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	PAGO PAGO, PO	Type of Flight Plan Filed:	IFR
Destination:	NORFOLK ISLAND, PO (ASNF)	Type of Clearance:	IFR
Departure Time:	0610	Type of Airspace:	Class E

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):	DEBRA J ECKROTE	Report Date:	03/12/1990
Additional Participating Persons:	BRAD OUTLAW; HONOLULU, HI		
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/ .		

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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](#).