



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	ODESSA, TX	<b>Accident Number:</b>	FTW00LA057
<b>Date &amp; Time:</b>	01/02/2000, 1611 CST	<b>Registration:</b>	N4389W
<b>Aircraft:</b>	Piper PA-46-310P	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane was climbing through 9,000 feet, after departure, when the engine lost total power. The pilot attempted to restart the engine, but was unsuccessful and executed a forced landing north of the departure airport. Postaccident examination of the airplane revealed that there was a hole in the engine crankcase behind the #2 cylinder and the #1 piston pin had separated at its midpoint. Further, examination of the engine revealed that the #1 piston pin failed as a result of fatigue and the #1 connecting rod bushing (piston pin end) was found fragmented in the oil sump.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The separation of the #1 piston pin due to fatigue, which resulted in a total loss of engine power. A factor was the lack of suitable terrain for the forced landing.

## Findings

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

### Findings

1. (C) ENGINE ASSEMBLY,PISTON - OTHER
2. (C) ENGINE ASSEMBLY,PISTON - OTHER

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3588 hours (Total, all aircraft), 1800 hours (Total, this make and model), 3588 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N4389W
<b>Model/Series:</b>	PA-46-310P PA-46-310P	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JACK L. MUSE	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-BE
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 149°
<b>Temperature:</b>	24° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ODESSA, TX (ODO)	<b>Destination:</b>	CLOVIS, NM (CVN)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JASON A RAGOGNA	<b>Adopted Date:</b>	03/02/2001
<b>Investigation Docket:</b>	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:pubin@ntsb.gov">pubin@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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