



National Transportation Safety Board Aviation Accident Factual Report

Location:	MASON CITY, IA	Accident Number:	CHI00LA286
Date & Time:	09/01/2000, 1110 CDT	Registration:	N8304C
Aircraft:	Piper PA-32R-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

On September 1, 2000, at 1110 central daylight time, a Piper PA-32R-300, N8304C, operated by Safewing Aviation Company, Kansas City, Missouri, sustained substantial damage during landing following a loss of engine power and subsequent forced landing near Mason City, Iowa. Visual meteorological conditions prevailed at the time of the accident. The cargo flight was operating under the provisions of 14 CFR Part 135 and was on an instrument flight rules (IFR) flight plan. The pilot, the sole occupant, reported no injuries. The flight departed Algona Municipal Airport, Algona, Iowa, at 1050.

According to the pilot's written statement, "I departed AXA [Algona Municipal Airport] at 10:50 and was cruising at 4000 ft. [feet] 15 miles west of MCW [Mason City Municipal Airport] when the oil pressure dropped below 0 [zero]. The engine started vibrating so I shut it down and proceeded to set myself up for an emergency landing." The pilot reported, "I turned into the wind and aligned myself with a soy bean field. On impact the left main gear collapsed, also the nose gear, the left wing was bent backward a few inches. The soy bean field was muddy since it had been raining earlier."

Post-accident investigation revealed that the oil filter base-gasket had become extruded from its seat, allowing engine oil to leak out of the engine.

Textron Lycoming Engines, Williamsport, Pennsylvania, issued a Mandatory Service Bulletin, number 543A, on August 30, 2000. The service bulletin stated, "Textron Lycoming has received reports indicating that operation at high oil temperatures can cause the converter plate gasket on the oil filter base to become extruded from its seat, allowing oil to leak out between the plate and the accessory housing." The service bulletin called for the removal and replacement of the converter plate gasket at every 50-hour oil change.

Pilot Information

Certificate:	Commercial	Age:	31, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/24/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1800 hours (Total, all aircraft), 1000 hours (Total, this make and model), 1650 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8304C
Model/Series:	PA-32R-300 PA-32R-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32R-7680091
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	08/20/2000, 100 Hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	51 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8461 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-K1A5D
Registered Owner:	DELTA SALES COMPANY	Rated Power:	300 hp
Operator:	DELTA SALES COMPANY	Operating Certificate(s) Held:	None
Operator Does Business As:	SAFEWING AVIATION COMPANY	Operator Designator Code:	DD5A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCW, 1213 ft msl	Distance from Accident Site:	90 Nautical Miles
Observation Time:	1107 CDT	Direction from Accident Site:	15°
Lowest Cloud Condition:	Scattered / 2200 ft agl	Visibility	6 Miles
Lowest Ceiling:	Overcast / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	64° C / 63° C
Precipitation and Obscuration:			
Departure Point:	ALGONA, IA (AXA)	Type of Flight Plan Filed:	IFR
Destination:	(MCW)	Type of Clearance:	IFR
Departure Time:	1050 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ANDREW T FOX
Additional Participating Persons:	DONALD LAND; DES MOINES, IA
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/ .