



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Riverside, CA	<b>Accident Number:</b>	LAX04LA084
<b>Date &amp; Time:</b>	01/01/2004, 0920 PST	<b>Registration:</b>	N589Q
<b>Aircraft:</b>	Piper PA-32R-300	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Following a catastrophic engine failure in cruise, the airplane collided with multiple ground obstacles during a forced landing in a field. The pilot reported that while in cruise flight he first noticed a "burning smell," which was followed a short time later by a low oil pressure indication. The pilot then felt a vibration, followed by a brief engine overspeed to 3,000 rpm, and then the engine lost all power. He performed a forced landing in a field and collided with multiple ground obstacles. Post accident examination of the engine at the accident site revealed that the No. 6 connecting rod had penetrated the engine crank case. An excess of engine oil was found on the bottom of the airplane. Further examination revealed an oil filter gasket, Lycoming part number LW-13388, was extruded at the base of the filter assembly and had allowed virtually all engine oil to escape. A Lycoming Mandatory Service Bulletin MSB-543, and an emergency Airworthiness Directive (AD) 2000-18-53, that was later superseded by AD 2002-12-17, was applicable to this potential problem, and required repetitive inspections and gasket replacement or replacement of the gasket adapter plate with a different part number. The investigation could find no evidence of compliance with either AD.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: engine oil exhaustion due to the extrusion of an oil filter converter plate gasket and the failure of the aircraft owner to comply with a mandatory Service Bulletin and a Federal Aviation Administration emergency Airworthiness Directive.

## Findings

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

### Findings

1. (C) LUBRICATING SYSTEM,OIL GASKET - RUPTURED
  2. FLUID,OIL - EXHAUSTION
  3. (C) MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - COMPANY/OPERATOR MANAGEMENT
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

- 4. OBJECT - FENCE
- 5. OBJECT - POLE

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43
<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>	300 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N589Q
<b>Model/Series:</b>	PA-32R-300	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Michael Woodin	<b>Engine Manufacturer:</b>	Textron Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540-KIG5D
<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>	KRIV, 1535 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 20000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / ,
<b>Temperature:</b>	6°C	<b>Visibility</b>	50 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Oceanside, CA (OKB)	<b>Destination:</b>	BIG BEAR, CA (L35)

### Airport Information

<b>Airport:</b>	March Air Reserve Base (RIV)	<b>Runway Surface Type:</b>	Unknown
<b>Runway Used:</b>	NA	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>			

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	33.880000, -117.258333		

## Administrative Information

Investigator In Charge (IIC): GEORGE E PETERSON

Adopted Date: 06/08/2005

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](mailto: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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