



National Transportation Safety Board Aviation Accident Factual Report

Location:	FARMINGDALE, NY	Accident Number:	NYC99LA044
Date & Time:	01/02/1999, 0930 EST	Registration:	N1857G
Aircraft:	Beech C-24R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

On January 2, 1999, about 0930 Eastern Standard Time, a Beech C24R, N1857G, was substantially damaged during a forced landing in Farmingdale, New York. The certificated private pilot and passenger sustained minor injuries. Visual meteorological conditions prevailed for the flight that originated from Republic Airport (FRG), Farmingdale, New York. No flight plan was filed for the personal flight conducted under 14 CFR Part 91.

According to the pilot's written statement, he had a complete memory loss of the entire day of the accident. He wrote "[The] engine quit due to ice and water in [the] fuel."

The passenger reported that he observed the pilot perform a preflight examination of the airplane, which included removing the fuel caps and looking into the tanks. He did not observe the pilot drain fuel from either the fuel tanks or the main airplane sump drain. After engine start, the pilot taxied to the run-up area, and reported that the engine was running rough. He also reported that he was going to taxi back to the ramp and speak with the owner of the airplane about the engine condition. Upon reaching the ramp, the pilot and passenger remained in the airplane with the engine running, while they visually scanned the area for the owner. Unable to see the owner, the pilot stated the engine was running normal now, and initiated taxi to the run-up area again. Upon completion of a successful run-up, the pilot radioed the tower and requested permission to takeoff. The airplane departed on Runway 32.

After departure, on a right downwind, the passenger noticed that the engine, "began to stall." The passenger further reported that the engine lost all power, but the pilot was able to restart it. The pilot advised the tower of the power loss. The engine lost power again, and the pilot was unable to restart the engine. The pilot established a glide for Runway 32. The aircraft impacted the ground in a cemetery, approximately 1,800 feet short of Runway 32. The right aileron and nose gear were separated from the airplane. Both wings were partially separated from the airplane.

The pilot was interviewed by an inspector from the Federal Aviation Administration (FAA). The Inspector reported that the pilot had struck his head during the forced landing and had no recollection of the flight. The Inspector's examination of the airplane revealed the main fuel

bowl of the fuel strainer was contaminated with water, dirt, rust, paint, and sand. In addition, rust was found on the inlet screen to the fuel injection unit and on the fittings to the fuel injection manifold. The Inspector stated that there were no reports of fuel contamination to the other airplanes based at Republic Airport.

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/04/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	165 hours (Total, all aircraft), 33 hours (Total, this make and model), 105 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1857G
Model/Series:	C-24R C-24R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	MC-767
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	10/02/1998, Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1298 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO360
Registered Owner:	AIR TRANSPORT CORP.	Rated Power:	200 hp
Operator:	AIR TRANSPORT CORP.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FRG, 82 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1355 GMT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 14000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-7° C / -11° C
Precipitation and Obscuration:			
Departure Point:	(FRG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0930 EST	Type of Airspace:	Class D

Airport Information

Airport:	FARMINGDALE (FRG)	Runway Surface Type:	Asphalt
Airport Elevation:	82 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	6827 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT J GRETZ
Additional Participating Persons:	MIKE DIPAULO; FARMINGDALE, NY
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/ .