



# National Transportation Safety Board Aviation Accident Data Summary

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

## Analysis

After departure, on a right downwind leg, the passenger noticed that the engine 'began to stall.' The engine lost all power and the pilot was unable to restart it. The pilot established a glide for Runway 32, but the aircraft impacted the ground in a cemetery, approximately 1,800 feet short of Runway 32. According to the pilot's written statement, '[the] engine quit due to ice and water in [the] fuel.' During the preflight, the passenger did not observe the pilot drain fuel from either of the fuel tanks or the main airplane sump drain. A Federal Aviation Administration inspector found that the main fuel bowl of the fuel strainer was contaminated with water, dirt, rust, paint, and sand.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's inadequate preflight examination of the airplane, which resulted in a power loss due to fuel contamination.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FLUID,FUEL - CONTAMINATION
2. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42
<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>	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

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N1857G
<b>Model/Series:</b>	C-24R C-24R	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	AIR TRANSPORT CORP.	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO360
<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>	FRG, 82 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 310°
<b>Temperature:</b>	-7° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(FRG)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	FARMINGDALE (FRG)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	32	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6827 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): ROBERT J GRETZ

Adopted Date: 04/20/2001

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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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.