



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MONTGOMERY, NY	<b>Accident Number:</b>	BF094LA084
<b>Date &amp; Time:</b>	06/02/1994, 1610 EDT	<b>Registration:</b>	N9041P
<b>Aircraft:</b>	PIPER PA-24-260	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The instructor and student had completed instrument instruction and afterwards, the student, who was a private pilot, requested and they practiced crosswind landings. According to the instructor 'I was distracted by his performance and remiss in verification of fuel status in execution of before landing checklist. Power was lost on climbout. Additional check futile. Committed to off-field landing. Damage occurred on rollout through a ditch in terrain.' The FAA examined the airplane and revealed the left fuel tank was empty. An undetermined amount of fuel was in the right tank.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's mismanagement of the fuel supply with an improper fuel selector position which resulted in fuel starvation and the loss of engine power. A factor is the instructor's inadequate supervision of the flight.

## Findings

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

### Findings

1. FLUID,FUEL - STARVATION
  2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT
  3. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

4. TERRAIN CONDITION - DITCH

## Factual Information

On June 2, 1994, about 1610 hours eastern daylight time, a Piper PA-24-260, N9041P, an instructional flight, forced landed in an open field after the engine lost power during takeoff climb from Orange County Airport, Montgomery, New York. Visual meteorological conditions existed. The certificated flight instructor received minor injuries; the student pilot was not injured. The airplane was substantially damaged. The local flight was conducted under 14 CFR Part 91.

The instructor was giving dual instrument instruction to the student who was a certificated private pilot. According to the instructor, upon completion of the instructions, the student requested multiple landing practice in crosswind conditions. The instructor stated, "I was distracted by his performance and remiss in verification of fuel status in execution of the before landing checklist. Power was lost on climbout. Additional check was futile. Committed to off field landing. Damage occurred on roll out through a ditch in terrain."

The FAA interviewed the instructor and student who indicated they were using and exhausted the fuel from the left tank. According to the FAA, examination of the airplane revealed the left tank was empty. An undetermined amount of fuel was in the right tank.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/11/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	990 hours (Total, all aircraft), 3 hours (Total, this make and model), 972 hours (Pilot In Command, all aircraft), 30 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9041P
Model/Series:	PA-24-260 PA-24-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24-4504
Landing Gear Type:	Retractable - Tricycle	Seats:	1
Date/Type of Last Inspection:	09/10/1993, Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4019 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-D4B5
Registered Owner:	QUADE'S FLIGHT SCHOOL	Rated Power:	260 hp
Operator:	QUADE'S FLIGHT SCHOOL	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	Overcast / 6500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 3° C
Precipitation and Obscuration:			
Departure Point:	(MGJ)	Type of Flight Plan Filed:	None
Destination:	, NY (MGJ)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D

## Airport Information

Airport:	ORANGE COUNTY AIRPORT (MGJ)	Runway Surface Type:	
Airport Elevation:	400 ft	Runway Surface Condition:	
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3672 ft / 100 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	RICHARD V CHILDRESS,	<b>Report Date:</b>	10/16/1995
<b>Additional Participating Persons:</b>			
<b>Publish Date:</b>			
<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:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).