



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BAYPORT, NY	<b>Accident Number:</b>	BF095LA039
<b>Date &amp; Time:</b>	04/02/1995, 1336 EDT	<b>Registration:</b>	N70234
<b>Aircraft:</b>	PIPER J3-C65	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING TAKEOFF CLIMB, THE AIRPLANE'S ENGINE LOST TOTAL POWER. THE AIRPLANE STRUCK A FUEL TRUCK AND BRICK HANGAR WHILE BEING MANEUVERED BACK TO THE DEPARTED RUNWAY. POSTACCIDENT EXAMINATION OF THE AIRPLANE REVEALED THE FUEL SELECTOR VALVE WAS IN THE OFF POSITION. FUEL WAS FOUND IN THE ENGINE'S GASCOLATOR AND FUEL LINES. THE AIRPLANE'S THREE FUEL TANKS WERE BREACHED DURING THE ACCIDENT. WITNESSES AT THE AIRPORT STATED THAT THEY SAW THE PILOT 'TOP OFF' THE AIRPLANE PRIOR TO THE ACCIDENT FLIGHT. NO OTHER AIRFRAME OR ENGINE ANOMALIES WERE NOTED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER POSITIONING OF THE FUEL SELECTOR.

## 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 - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

### Findings

3. OBJECT - VEHICLE
4. OBJECT - BUILDING(NONRESIDENTIAL)

## Factual Information

On April 2, 1995, at 1336 eastern daylight time, a Piper PA-J3-C65, N70234, lost total engine power during takeoff climb from runway 18 at the Bayport Aerodrome, Bayport, New York. The airplane struck a fuel truck and hangar while being maneuvered back to the departed runway. The non certificated pilot was seriously injured. The airplane was destroyed. Visual meteorological conditions prevailed. The local flight was conducted under 14 CFR Part 91.

According to a Federal Aviation Administration (FAA) Safety Inspector, the pilot reported that during initial climb, about 200 to 300 feet above the ground, the airplane's engine "coughed" and then lost total power. The pilot reported he turned the airplane 180 degrees back toward the departed runway and during the maneuver the airplane's right wing impacted a fuel truck. The airplane impacted the fuel truck and continued into a brick hangar.

Postaccident examination of the airplane revealed the fuel flow selector valve was in the OFF position. Fuel was found in the engine's gascolator and throughout the engine fuel lines. The airplane's three fuel tanks were breached during the accident. Witnesses at the airport reported to a Federal Aviation Administration Inspector that the pilot "...topped off the airplane..." prior to the accident flight.

No other airframe or engine anomalies were noted.

The pilot received a National Transportation Safety Board (NTSB) Pilot/Operator Aircraft Accident Report, Form 6120.1/2, but did not complete and return it to the Safety Board.

## Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/12/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N70234
Model/Series:	J3-C65 J3-C65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17210
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/14/1994, Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3500 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	C-85-12
Registered Owner:	ROBERT H. HUMESTON	Rated Power:	85 hp
Operator:	ROBERT H. HUMESTON	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ISP, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1250 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 5300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9° C / -9° C
Precipitation and Obscuration:			
Departure Point:	(23N)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	BAYPORT (23N)	Runway Surface Type:	
Airport Elevation:	41 ft	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	
Runway Length/Width:	2740 ft / 150 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MARGARET B NAPOLITAN	<b>Report Date:</b>	10/19/1995
<b>Additional Participating Persons:</b>	RON HUGHES; FARMINGDALE, NY LARRY FIELDS; FARMINGDALE, NY		
<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.nts.gov/pubdms/">http://dms.nts.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](#).