



National Transportation Safety Board Aviation Accident Final Report

Location:	PITTSTOWN, NJ	Accident Number:	NYC97LA059
Date & Time:	03/02/1997, 1600 EST	Registration:	N88AA
Aircraft:	Beech J35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The pilot reported that while preparing the airplane for landing, he placed the fuel selector to the auxiliary position. During climb-out following an aborted landing, the engine lost power as the landing gear retracted. The airplane landed back on the runway and came to rest 50 feet from the departure end. The pilot stated, 'The Bonanza Manual states not to use auxiliaries for take-off as there is a possibility they could unport.' According to the limitations section of the Beechcraft Pilot's Operating Handbook for the J35 Bonanza, 'Use auxiliary fuel in level flight only and do not use for take off or landing.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's placing the fuel selector in the improper position causing fuel starvation and a loss of engine power. The loss of engine power resulted in a forced landing on the runway during an aborted landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: LANDING - ABORTED

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: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

3. TERRAIN CONDITION - RUNWAY

Factual Information

On March 2, 1997, at 1600 eastern standard time, a Beech J-35 Bonanza, N88AA, was substantially damaged during a forced landing following an aborted landing at the Sky Manor Airport (N40) near Pittstown, New Jersey. The certificated private pilot and commercial pilot rated flight instructor were not injured. Visual meteorological conditions prevailed and no flight plan had been filed. The local flight originated at Morristown, New Jersey at approximately 1430, and was conducted under 14 CFR Part 91.

In a telephone interview and in the NTSB Form 6120.1/2, the pilot reported that while he was performing the before landing checks in preparation for landing at Sky Manor, he moved the fuel selector from the right main position to the left main position; however he did not visually confirm the position of the fuel selector because of its placement in the cockpit. He stated, "The pilot has to move his (left) leg and bend over to look at it."

The pilot reported, "There was no indication of turbulence during the approach but when over the numbers the plane dropped and bounced. I was uncomfortable with the situation and called for a go-around." The pilot reported that during the initial climb of the aborted landing, the engine lost power as the gear retracted. He stated that the airplane landed back on the runway and came to rest 50 feet from the departure end.

The pilot reported that when he went back in the airplane to turn the fuel selector off, he "..was amazed..." he found the fuel selector in the auxiliary position. The pilot stated, "The Bonanza Manual states not to use auxiliaries for take-off as there is a possibility they could unport."

In the Operator/Owner Safety Recommendation section of the Pilot/Operator Report the pilot stated, "Although fuel selector location does not lend itself to a visual check, I feel a visual confirmation of fuel selector location should be a mandatory part of my checklist..."

According to the limitations section of the Beechcraft Pilot's Operating Handbook for the J-35 Bonanza, "Use auxiliary fuel in level flight only and do not use for take off or landing."

The pilot did not report any mechanical deficiencies and an inspection of the airplane by Federal Aviation Administration Safety Inspectors revealed no pre-impact anomalies.

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/14/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	821 hours (Total, all aircraft), 520 hours (Total, this make and model), 715 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N88AA
Model/Series:	J35 J35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D5458
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/02/1996, Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	45 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3235 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470-CIB
Registered Owner:	EDTO INC	Rated Power:	250 hp
Operator:	EDWIN H. JOHNSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABE, 394 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	1450 EST	Direction from Accident Site:	290°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16° C / 11° C
Precipitation and Obscuration:			
Departure Point:	MORRISTOWN, NJ (MMU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1430 EST	Type of Airspace:	Class G

Airport Information

Airport:	SKY MANOR (N40)	Runway Surface Type:	Asphalt
Airport Elevation:	560 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2439 ft / 50 ft	VFR Approach/Landing:	Forced Landing; Go Around; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	BRIAN C RAYNER	Report Date:	08/29/1997
Additional Participating Persons:	VICTOR J GAZZOLO; ALLENTOWN, PA		
Publish Date:			
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.ntsbt.gov/pubdms/ .		

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