



National Transportation Safety Board Aviation Accident Data Summary

Location:	PITTSTOWN, NJ	Accident Number:	NYC97LA059
Date & Time:	03/02/1997, 1600 EST	Registration:	N88AA
Aircraft:	Beech J35	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

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

Pilot Information

Certificate:	Private	Age:	55
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	EDWIN H. JOHNSON	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470-CIB
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABE, 394 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 10000 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 260°
Temperature:	16°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	MORRISTOWN, NJ (MMU)	Destination:	

Airport Information

Airport:	SKY MANOR (N40)	Runway Surface Type:	Asphalt
Runway Used:	25	Runway Surface Condition:	Dry
Runway Length/Width:	2439 ft / 50 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): BRIAN C RAYNER Adopted Date: 08/29/1997

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/>.

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