



National Transportation Safety Board Aviation Accident Final Report

Location:	OLD BRIDGE, NJ	Accident Number:	NYC97LA133
Date & Time:	07/01/1997, 1940 EDT	Registration:	N5156M
Aircraft:	Beech C24R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The purpose of the flight was to practice simulated engine failures. The first simulated engine failure was conducted to a landing, and the second was terminated with a go-around. During the third simulated engine failure, the instructor observed that the airplane was low, and verbally instructed the student to add power. The student added full power; however, the engine did not respond. The airplane then touched down on the grass, to the right of the runway, and encountered a drainage ditch. Examination of the engine revealed no evidence of a pre impact malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

2. TERRAIN CONDITION - GROUND

Factual Information

On July 1, 1997, about 1940 eastern daylight time, a Beech C24R, N5156M, was substantially damaged when it landed off the runway's right side and collided with a drainage ditch, at the Old Bridge Airport (3N6), Old Bridge, New Jersey. The certificated flight instructor (CFI) and private pilot were not injured. Visual meteorological conditions prevailed for the flight that departed the Allaire Airport, Belmar, New Jersey. No flight plan was filed for the instructional flight conducted under 14 CFR Part 91.

The CFI reported that the flight arrived at 3N6, with the intent to practice simulated engine failures to Runway 6. The first simulated engine failure was conducted to a landing, and the second was terminated with a go-around. During the third simulated engine failure, and while on final approach, the instructor observed that the airplane was low, and verbally instructed the student to add power. The student added full power; however, the engine did not respond. The airplane then touched down on the grass, to the right of the runway, and encountered a drainage ditch.

Examination of the engine by a Federal Aviation Administration (FAA) Inspector did not reveal evidence of pre impact malfunctions.

Pilot Information

Certificate:	Private	Age:	51, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/16/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4415 hours (Total, all aircraft), 40 hours (Total, this make and model), 4350 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N5156M
Model/Series:	C24R C24R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	MC583
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	02/24/1997, Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	17 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2020 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A1B6
Registered Owner:	DOMINIC DERASMO	Rated Power:	200 hp
Operator:	DOMINIC DERASMO	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EWR, 18 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1951 EDT	Direction from Accident Site:	20°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 13000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 18°C
Precipitation and Obscuration:			
Departure Point:	BELMAR, NJ (BLM)	Type of Flight Plan Filed:	None
Destination:	, NJ (3N6)	Type of Clearance:	None
Departure Time:	1840 EDT	Type of Airspace:	Class G

Airport Information

Airport:	OLD BRIDGE AIRPORT (3N6)	Runway Surface Type:	Asphalt
Airport Elevation:	63 ft	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	3594 ft / 50 ft	VFR Approach/Landing:	Full Stop; 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):	DAVID S MUZIO	Report Date:	01/28/2000
Additional Participating Persons:	JOHN CUNEO; TETORBORO, NJ		
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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