



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW YORK, NY	Accident Number:	NYC86LA028
Date & Time:	11/01/1985, 1955 EST	Registration:	N4007W
Aircraft:	PIPER PA-32-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

ACCORDING TO THE PILOT, THE PURPOSE OF THE FLIGHT WAS TO PROVIDE THE STUDENT WITH NIGHT FLYING INSTRUCTION. THE PREFLIGHT AND RUN UP REVEALED NO DISCREPANCIES AND 10 QUARTS OF OIL WERE DETERMINED TO BE IN THE ENGINE. THE AIRCRAFT PROCEEDED SOUTH ALONG THE HUDSON RIVER UNTIL ABOUT 2 MILES SOUTH OF LIBERTY STATE PARK WHERE A LEFT TURN WAS ENTERED IN ORDER TO OBSERVE A FIREWORKS DISPLAY. AN ENGINE SURGE WAS EXPERIENCED DUE TO THE PROPELLER PITCH DECREASING AND THE PILOT NOTICED AN ODOR ASSOCIATED WITH A HOT ENGINE. THE PILOT NOTICED THE ENGINE OIL PRESSURE GAUGE READING OF ZERO AND CONTACTED NEWARK INTERNATIONAL AIRPORT TO ADVISE THEM OF THE EMERGENCY. DURING THE FLIGHT TO NEWARK, THE ENGINE SEIZED AND THE PILOT DECIDED TO LAND PARALLEL TO THE SOUTHERN SHORE OF LIBERTY PARK IN THE WATER. AFTER THE DITCHING, THE COAST GUARD RESCUED THE TWO OCCUPANTS WHO HAD EXITED THE AIRCRAFT AND WERE STANDING ON THE WINGS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE

Findings

1. (C) LUBRICATING SYSTEM - FAILURE, TOTAL
2. (C) MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
3. (F) ENGINE ASSEMBLY, CRANKCASE - CRACKED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

4. (C) FLUID, OIL - LOSS, PARTIAL
5. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND
6. (C) ENGINE ASSEMBLY, CRANKCASE - CRACKED
7. (F) PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

8. (F) TERRAIN CONDITION - WATER, ROUGH
9. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
10. (F) WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/19/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3756 hours (Total, all aircraft), 11 hours (Total, this make and model), 3489 hours (Pilot In Command, all aircraft), 87 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4007W
Model/Series:	PA-32-300 PA-32-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32-40008
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	03/29/1985, Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	17 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3181 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-KIA5
Registered Owner:	SCOTT DICKERSON	Rated Power:	300 hp
Operator:	SCOTT DICKERSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	EWR, 18 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1950 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / 5° C
Precipitation and Obscuration:			
Departure Point:	MORRISTOWN, NJ (MMU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1920 EST	Type of Airspace:	Class G

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):	VERNON A TAYLOR	Report Date:	
Additional Participating Persons:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).