



National Transportation Safety Board Aviation Accident Data Summary

Location:	NEW YORK, NY	Accident Number:	NYC86LA028
Date & Time:	11/01/1985, 1955 EST	Registration:	N4007W
Aircraft:	PIPER PA-32-300	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

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
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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
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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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	44
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	SCOTT DICKERSON	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540-KIA5
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	EWR, 18 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 90°
Temperature:	12° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	MORRISTOWN, NJ (MMU)	Destination:	

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): VERNON A TAYLOR

Adopted 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.nts.gov/pubdms/>.

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