



National Transportation Safety Board Aviation Accident Data Summary

Location:	Holbrook, NY	Accident Number:	NYC04LA041
Date & Time:	12/02/2003, 0830 EST	Registration:	N238CZ
Aircraft:	Russell Cozy MK III	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot performed a preflight inspection on the airplane during which he determined there was about 15 gallons of fuel in both the right and left fuel tank. He selected the right tank for takeoff, flew for 24 miles, and then switched to the left fuel tank for the 36-mile return flight. When he was about 20 miles from the airport, the pilot began a descent and selected the right fuel tank again. At this time he believed that the right fuel tank had 15 gallons of fuel remaining, and the left tank had 12 gallons of fuel. While descending, the pilot turned on the fuel boost pump, noticed a slight engine vibration, followed by a loss of engine power. The pilot then performed a forced landing to a road, during which the airplane impacted two homes. Examination of the airplane by a Federal Aviation Administration inspector revealed approximately 15 gallons of fuel in the right tank, and 2 gallons of fuel in the left tank; however, both fuel tanks were compromised. The engine was test run on the airframe, using the original fuel system. The engine started without hesitation and ran continuously through a variety of power settings, with no abnormalities noted. The pilot reported that the airplane was last fueled about 2 months prior to the accident, which filled the tanks to their 52-gallon capacity. Since then, he flew one 25 minute flight, and performed about 80 minutes of ground runs prior to the accident flight. According to the Lycoming O-360 Operator's Manual, the fuel burn at 75 percent power was approximately 10.5 gallons per hour, and at 65 percent power was approximately 9 gallons per hour.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management, which resulted in fuel starvation and subsequent loss of engine power.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. FLUID,FUEL - STARVATION
 2. (C) FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING

Findings

3. OBJECT - RESIDENCE

Pilot Information

Certificate:	Private	Age:	38
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	350 hours (Total, all aircraft), 150 hours (Total, this make and model), 350 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Russell	Registration:	N238CZ
Model/Series:	Cozy MK III	Engines:	1 Reciprocating
Operator:	Richard Hughes	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360 A4K
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ISP, 99 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	16 knots / 21 knots, 280°
Temperature:	2°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Islip, NY (ISP)	Destination:	(ISP)

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	40.799722, -73.675833		

Administrative Information

Investigator In Charge (IIC): Jill M Andrews

Adopted Date: 01/24/2005

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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