



National Transportation Safety Board Aviation Accident Data Summary

Location:	Hastings, NY	Accident Number:	IAD05LA071
Date & Time:	06/02/2005, 1930 EDT	Registration:	N2122
Aircraft:	Piper E2	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot/mechanic/owner explained that he had purchased the airplane 1 month prior to the accident and had been flying it for 8 days since its reassembly. The airplane had accrued about 6 hours of flight time during that span, and was flown for about one hour earlier on the day of the accident, with no deficiencies noted. The pilot started the engine and performed a ground run to bring the engine up to normal operating temperature. The takeoff and initial climb at maximum power proceeded without incident. When the airplane reached about 150 feet above ground level, the pilot adjusted the throttle for climb power, and the engine "completely cut off." The airplane collided with trees and terrain during the subsequent forced landing. Following the accident, the engine ran on the airframe without interruption. Examination of the fuel system revealed that the 90-degree fitting installed between the fuel tank and the fuel selector was completely occluded with rust, sediment, and debris. Examination of the fuel tank revealed it was comprised of two compartments, separated by a baffle. The area forward of the baffle contained a large quantity of "sludge," rust, and debris. According to the pilot/owner, he examined the interior of the fuel tank with a bore scope prior to purchase, but he did not examine the tank forward of the baffle.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel starvation due to a blocked fuel line, which resulted in a loss of engine power.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL SYSTEM,LINE FITTING - BLOCKED(TOTAL)

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	36
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	680 hours (Total, all aircraft), 6 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2122
Model/Series:	E2	Engines:	1 Reciprocating
Operator:	Scott Revoir	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	A-40-4
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:	SYR, 421 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 8500 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 360°
Temperature:	24° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hastings, NY (NONE)	Destination:	(NONE)

Airport Information

Airport:	Hastings (NONE)	Runway Surface Type:	Grass/turf
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	1700 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	43.366667, -76.235556		

Administrative Information

Investigator In Charge (IIC): Brian C Rayner

Adopted Date: 04/25/2006

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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