



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Bronx, NY	<b>Accident Number:</b>	ERA14LA085
<b>Date &amp; Time:</b>	01/04/2014, 1519 EST	<b>Registration:</b>	N9409J
<b>Aircraft:</b>	PIPER PA-28-180	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that both fuel tanks were full when the flight departed. About 30 minutes into the flight, a GPS alarm alerted the pilot to switch fuel tanks, so he switched the fuel tank selector. He then proceeded north to return to the departure airport. About 51 minutes into the flight, while about 2,200 ft above the ground, the engine rpm began to decrease. The pilot attempted to restore power by repositioning the fuel selector, turning on the auxiliary fuel pump, pushing the throttle, and verifying that the mixture control was full rich; however, none of these actions restored engine power. The pilot declared an emergency to the tower air traffic controller, who then provided a vector to a nearby airport. The pilot was unable to visually locate the airport and recognized that he would be unable to land there, so he maneuvered for a forced landing on an expressway. The onboard camera showed the propeller stop while the airplane was on approach and the pilot turn off the fuel selector. The pilot subsequently landed the airplane hard on the expressway, which caused substantial damage to the airplane.

Following recovery of the airplane, 45 gallons of uncontaminated fuel was drained from both fuel tanks; however, fuel system components in the engine compartment contained minimal fuel, consistent with fuel starvation. Although the airplane was equipped with an engine monitor that records and retains engine parameters, it did not record fuel flow. However, the engine monitor did record a sudden and equal decrease in the exhaust gas temperature and cylinder head temperature for all of the cylinders, consistent with the loss of engine power described by the pilot. Although the reason for the loss of engine power was likely due to fuel starvation, the reason for the fuel starvation could not be determined by either an examination of the fuel supply system or a postaccident test run of the engine.

## Flight Events

Enroute-cruise - Loss of engine power (total)  
Emergency descent - Off-field or emergency landing  
Landing-flare/touchdown - Hard landing

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The total loss of engine power due to fuel starvation for reasons that could not be determined during postaccident engine examination or testing.

## Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Not specified - C  
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	124.7 hours (Total, all aircraft), 110.1 hours (Total, this make and model), 25.4 hours (Pilot In Command, all aircraft), 25.6 hours (Last 90 days, all aircraft), 8.6 hours (Last 30 days, all aircraft), 0.7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER	<b>Registration:</b>	N9409J
<b>Model/Series:</b>	PA-28-180	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SCHWARTZ MICHAEL	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-360-A3A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	LGA, 21 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	9 knots/ 15 knots, 210°
<b>Temperature:</b>	-4° C / -16° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Danbury, CT (DXR)	<b>Destination:</b>	Danbury, CT (DXR)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Timothy W Monville	<b>Adopted Date:</b>	02/04/2015
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88627">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88627</a>		

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.