



U.S. Department
of Transportation
**Federal Aviation
Administration**

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MARK F. BURNETT ASI FSDO-AEA-11 FAA IIC July 24, 2011 @ 11:45 EDT
Received a call from AEA-RO communications center reporting an aircraft accident in
Sagaponack, NY. FAA IIC Burnett arrived at accident site 13:30 hrs EDT
FAA Inspector Gretschel arrived at accident site 14:00 EDT

Accident is reported by South Hampton town Police as occurring 10:13 EDT

Location first given was 760 Sagaponack Main Rd. arrived on site at approx. 13:30 EDT found
site in field off Bridge Lane Sagaponack NY. South Hampton Town Police were 1st responders
on site Sgt. Lisa Costa was site lead contact phone 516-818-2200 (cell)

**Coordinates of site 40° 55' 10" N , 72° 17' 15" W with Nose of aircraft pointing
In the direction 67° NE.**

Aircraft was a Ryan Aeronautical model ST3KR (military designation PT-22) serial # 1645
aircraft registration # N2ER issued to; Smith, Taylor R
Address: [REDACTED] Wainscott, NY 11975-0968
Residence address: [REDACTED] East Hampton NY 11937
Date of registration issue: August 25, 2008
Airworthiness certificate category: Standard
Airworthiness certificate issued: replacement 10-10-1956

Pilot: Smith, Richard H. Taylor (known as Taylor Smith)
Address: [REDACTED] Wainscott, NY 11975-0968
Residence address: [REDACTED]
East Hampton NY 11937

DOB: [REDACTED]

Contact phone given [REDACTED]

Airman Certificate [REDACTED]

Employer: [REDACTED]

Ratings held: ATP - Multi engine land (B-747, SD-3)
Commercial - Single engine land
Flight Engineer - Turbojet powered
Mechanic- Airframe & Powerplant

issued February 29, 2008
issued February 29, 2008
issued: April 13, 1989
issued: April 26, 1984

Passenger: Daniel Willman III
Address: [REDACTED] Milford CT 06461
DOB: [REDACTED]
Contact phone given: [REDACTED] or [REDACTED]
Airman certificate: NONE

July 24, 2011 @ 13:30 EDT Upon arrival at site met South Hampton Town police (SHPD) Sgt. Lisa Costa (contact cell [REDACTED]) site lead investigator for first responding police, Bridge Hampton Fire rescue along with officer Edward Manzello SHPD had extricated the pilot Mr. Taylor Smith from the rear seat (flying position), and passenger Mr. Daniel Willman from the forward seat of the aircraft. Pilot was taken via helicopter to Stony Brook University Hospital, passenger was taken via ambulance to South Hampton Hospital stabilized then transported via helicopter to Stony Brook University Hospital.

Noted aircraft a Ryan ST3KR registration N2ER located in a corn field, the nose of the aircraft was pointed 67° NE direction.

The aircraft was upside down with right hand wing bent aft with leading edge damage right wing attachment points damaged but intact.

Right hand MLG bent aft and downward with dirt embedded in wheel and MLG.

Wood propeller had 1 blade broken off close to the hub area with splintering in the aft direction and 1 blade tip broken away 8" from tip with splintering also aft. Propeller spinner had impact damage to 1 side with prop back plate broken aft with a piece lodged in the engine nacelle.

Engine a Kinner R56 series radial was intact. Nacelle area and engine mounts had been damaged pushed in but engine remained attached to its mounts, with no obvious fuel leakage. Aircraft fuel tank located in fuselage just aft of fire wall has been slightly collapsed from passenger in fwd seat striking the tank in the accident. The fuel tank however remained intact with no obvious fuel leakage evident; fuel fill cap was on and tight with no fuel leakage around it.

Left hand wing was bent aft but did not show leading edge damage, long pitot tube on left wing bent back. Left wing aft attachment point had broken away, left wing fwd. attachment point intact.

Left hand MLG strut broken and bent inboard. Left wheel had broken off with axel upon striking ground.

Fuselage section aft of cockpit area both sides has rippled skin, but only minor damage.

Confirmed flight control cables were intact, all flight controls were movable with cable connectivity not an issue.

Noted engine carburetor heat selected to cold

Noted engine throttle and mixture selected high, however fwd. seat passenger may have impacted the throttle and mixture control quadrant possibly moving controls.

Damaged /cut corn stalks indicate the aircraft heading on impact estimated 100 -110° E SE (NYS police completed a survey map of the site).

Distance from start of corn cut damage to first ground impact is approximated at 25ft. with left MLG wheel and right wing and propeller first striking ground, and then it appears aircraft rolled over landing upside down with nose of the aircraft point 67° NE.

Pictures of the site and aircraft were taken by FAA IIC Burnett on site and SHPD Det. Robert Stabile Det. #21 aerial views.

Witness Statements:

SHPD has taken 5 witness statements from the following;

Michael Mampreyan - location boat ramp Sagaponack pond

Dean Foster – owner Foster Farm landing strip – location KHTO east Hampton airport

Fred A. Schmykeler – location Foster farm landing strip (pilot)

Nicholas Ziroli – location Foster farm landing strip (pilot)

Selig Zises – location [REDACTED] (home owner)

Additional witness statements:

East Hampton police Lt. Christopher M Hatch – location KHTO East Hampton airport

Description of events:

On July 24, 2011 pilot Taylor Smith arrived at T-hanger 3 located on the south west side of airport KHTO. Mr. Smith calls Myers Aviation and requests his aircraft be fueled with 100LL, the ramp attendant Mr. Arrond Lora states he thinks the call was made at 09:00. The ramp attendant states he was the only person on duty at that time fueling aircraft and that he had been busy when Passenger Daniel Willman came to the Myers Aviation office to inquire what was the delay around 09:30, the ramp attendant told Mr. Willman that it would be another 15 to 20 minutes before he could fuel N2ER with 100LL. The ramp attendant asked if the aircraft could be moved to the Myers Aviation ramp area for the fuel. **The ramp attendant Mr. Lora did not see the aircraft come to the ramp and records at Myers Aviation do not show the aircraft N2ER having purchased fuel on July 24, 2011.**

The passenger Mr. Willman states that the pilot performed two engine run ups, that during one of the run ups the pilot stated to him he did not like the sounds the engine was making. However eventually after the second run up the pilot believed that the engine noise had cleared up. Mr. Smith is seen taxiing his aircraft at 09:30 by witness Dean Foster and at 09:45 witness Lt. Hatch sees an aircraft he later identifies as N2ER make two mid-field high speed taxis from east to west, then taxi back to mid-field and execute a mid field takeoff in the westerly direction (would be runway 28) this is confirmed by passenger Mr. Willman.

The aircraft N2ER is seen by witnesses Mr. Schmykeler, and Mr. Ziroli at 10:10 approaching Fosters farm.

An aerial digital picture (IMG0444) taken camera found in aircraft during recovery shows picture of Fosters farm landing strip showing other aircraft on the ground has a file date-time of 07/24/2011@10:12.

Witnesses at Fosters farm landing field state aircraft N2ER made an approach to the strip from the east over some trees at the eastern end of the field, that the aircraft appeared to be coming in too fast that the pilot elected to execute a go around.

Witnesses Mr. Zises, Mr. Mampreyan, Mr. Schmykeler, and Mr. Ziroli stated during climb out aircraft executing a left (south) turn, the engine began to sputter then shut down.

Witness Mr. Mampreyan sees the aircraft traveling east at what he thinks is an altitude of 300ft with a nose down angle of 45° over White farm corn field, that 10 seconds later the aircraft struck the ground and from his position he could see debris fly up above the corn.

Upon investigation of the site FAA IIC Burnett found Mr. Smiths Pilot logbook, a Canon digital camera, the Pilots flight operating instructions for Army model PT-22 airplanes, the aircraft registration and airworthiness certificate.

Mr. Smith's pilots log indicates his last flight prior to July 24, 2011 was July 11, 2011 at which time he was returning from an Air show in Geneseo NY (D52) with a landing stop at Sullivan County NY airport (KMSV). Records obtained indicate that Mr. Smith on July 11, 2011 purchased 17.2 gallons of 100LL from Woodstock Aircraft (KMSV). According to Mr. Smith's pilots log he completed this day with the flight from KMSV to this home airport KHTO a flight of 120 nautical miles.

The aircraft fuel tank has a 24 gallon capacity (main and reserve) with a 3 gallon reserve that must be selected by the pilot. Inspection of the fuel sector knobs (2ea) on the accident site and selector valve indicates selector was in main tank position

July 11, 2011 @10:21 EDT is the last know time Mr. Smith put fuel in the aircraft.

On July 25, 2011 FAA IIC Burnett, ASI DePinto, ASI Gretschel, ASI Ferrara were present when the aircraft was lifted from the accident site by Mr. Dean Foster (owner Fosters farm) and Mr. Michael Myers (Owner Myers Aviation).

The aircraft was first moved to an open access area on the western edge of the corn field where while suspended upside down the fuel tank cap was removed remaining fuel was captured in a clean white 5 gallon pail. The amount of fuel captured was between 6- 8 ounces (see picture IMG 0065) with a small amount of water present.

Examination of the soil after wreckage removal at the accident site under where the forward section of the aircraft was, revealed a small circular area 6 inch diameter that smelled of aviation gasoline, scooping this area the depth of soil appearing to be contaminated by aviation gasoline appeared minimal. There was a larger area of engine oil and some hydraulic fluid that had leaked from the aircraft into the soil on the left side of the wreckage.

SHPD Sgt. Costa did state she had already contacted NYS Department of Environmental Control (DEC) that DEC would be on site in the near future to evaluate soil contamination at this site.

The left wing was removed from the wreckage by removing the remaining fwd. wing attachment point bolt and wing support wire bolts, cutting the aileron control cable, and brake hydraulic line, to facilitate transport of the wreckage on flat bed truck to HTO airport where the wreckage was placed right side up in T-hangar 3.

Upon placement in T hangar 3 FAA IIC Burnett and ASI DePinto requested and witnessed mechanic Michael Myers removed the engine cowling noted larger piece of propeller back plate painted red in the engine compartment (picture IMG-0077)

Requested and witnessed mechanic remove fuel filter bowl lower feed line fitting only a small amount of fuel drained, less than 1 ounce of fuel.

Requested and witnessed mechanic remove lower feed line fitting at three way selector valve, no fuel drained. Fuel line fittings at the selector valve and filter bowl were re-installed but not fully tightened.

Noted fuel selector valve handles in both the aft pilots seat area and fwd. passenger seat area where selected to Main on position. The engine fire wall area has been damaged in the accident the fwd selector valve handle is found to be pushed aft and behind the flap control quadrant (see picture (IMG 086) paint marking and scraps in this area indicate the selector was in main on position at time of accident. As placarded the fuel tank capacity in main on is 21 gallons.

Summary:

Pilot Mr. Taylor Smith arrived at the KHTO airport on July 24, 2011, the pilot states he completed a pre-flight of his aircraft a Ryan Aeronautical model ST3KR serial # 1645 Registration N2ER.

The pilot requested fuel from Myers Aviation however did not wait for his aircraft to be fueled. The last know fueling of this aircraft was on July 11, 2011 at the KMSV airport prior to flight of 120 nautical miles from KMSV to KHTO.

According to Mr. Smiths pilot log this aircraft had not flown since the return to KHTO on July 11, 2011.

Estimated fuel consumption as stated by Mr. Smith during interview by Inspectors Burnett and Gretschel on July 26, 2011 is 10 gallons per hour. This is supported by the aircraft flight operating instructions manual which charts fuel consumption at 17 gallons per hour for takeoff and 8 gallons per hour for best cruise.

Considering the aircraft started the 120 nautical mile flight on July 11, 2011 with a full tank of fuel (24gals) and it is estimated the July 11, 2011 flight took 1.5 hrs which would indicate Approximately 15 gallons of fuel used on July 11, 2011.

This would indicate that approximately 9gallons for fuel would have remained in the fuel tank prior to flight on July 24, 2011.

The aircraft fuel tank is a 24 gallon total capacity including a 3 gallon reserve which must be selected by the pilot in order to use those 3 gallons. (see fuel system diagram PT22 fig.13)

On the accident site the fuel sector valve was in the "main" position which would have prevented the usage of 3 gallons of fuel. (IMG 87 & 89)

Considering this, the aircraft would have been departing KHTO with approximately 6 gallons of usable fuel on July 24, 2011.

On July 24, 2011 the pilot did make two engine run ups and two high speed taxi passes using half of the available runway length. Then taxied back to the mid point of runway and did takeoff as statements indicate at 09:45 EDT.

A picture taken with the digital camera found in the aircraft was file data stamped at 10:12 this photo was taken prior to any approached to Fosters Farm. Witnesses and SHPD report the accident occurred at approximately 10:13 EDT. Which would indicate 28 to 30 minutes of flight time, this would indicate a fuel usage of 5 gallons (without counting any ground run up or taxi time).