



Aviation Investigation Final Report

Location:	MONMOUTH BEACH, New Jersey	Accident Number:	NYC94LA103
Date & Time:	June 30, 1994, 22:48 Local	Registration:	N6375P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE PILOT WAS CRUISING AT 9500 FEET, AT NIGHT, WHEN HE EXPERIENCED A POWER LOSS. HE WAS UNABLE TO REACH AN AIRPORT AND MADE A FORCED LANDING IN THE SURF, NEXT TO THE BEACH. POST ACCIDENT INVESTIGATION BY THE FAA FOUND 5 TO 10 GALLONS OF FUEL IN THE RIGHT TANK AND THE LEFT TANK EMPTY. ADDITIONALLY, THE FUEL LINE TO THE CARBURETOR WAS EMPTY AND THE FUEL SYSTEM WAS INTACT. FURTHER EXAMINATION FAILED TO FIND A REASON FOR THE LACK OF FUEL FLOW TO THE ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A POWER LOSS DUE TO FUEL STARVATION, FOR UNDETERMINED REASONS. A FACTOR WAS THE NIGHT CONDITIONS.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) LIGHT CONDITION - DARK NIGHT

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. TERRAIN CONDITION - WATER,ROUGH

Factual Information

On June 30, 1994, at 2248 eastern daylight time, a Piper PA- 24-250, N6375P, piloted by Mr. Gerard L. Brown, of Coral Springs, Florida, landed in the surf, next to the beach, in Monmouth Beach, New Jersey, after the engine lost power. The airplane was destroyed and the pilot was not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the flight operating under 14 CFR Part 91.

The flight originated in Sebastian, Florida, with a fuel stop at North Myrtle Beach, South Carolina. The pilot was enroute to Farmingdale, New York, at 9500 feet, and receiving traffic advisories from the New York Approach Control (TRACON) when the power loss occurred. The TRACON attempted to vector the airplane toward the Allaire Airport, Farmingdale, New Jersey, however, the pilot said he could not reach the airport, and set up for an off airport landing.

Post accident investigation by the FAA found fuel in the right tank, estimated to be approximately 5 to 10 gallons. No fuel was found in the left fuel tank, and the fuel line to the carburetor was empty. Additionally, the FAA reported the fuel system was intact with no breaks.

Post accident examination of the airplane by Monmouth Aircraft Service, Inc, Farmingdale, New Jersey, failed to find any evidence of blockage in the fuel line between the tanks and the fuel selector valve. In addition, the fuel vent system was found to be "...clear and normal...." No foreign objects were found inside the right hand fuel tank.

The airplane was equipped with two wing tanks. Each tank had a capacity of 30 gallons. The pilot indicated the fuel burn on the first leg was 15 gallons per hour, and on the second leg was 12 - 13 gallons per hours. The FAA reported his departure time from Grand Strand Airport as 1935. According to radar data from the New York TRACON, the airplane initiated a descent from 9500 between 2233:58 and 2236:00. The last recorded altitude was 200 feet at 2247:50.

Records indicated that the airplane was refueled with 38.5 gallons at Grand Stand Airport. The refueler who was a flight instructor reported that 90 percent of the fuel went into the left tank and both tanks were full. Additionally, he reported the pilot said he had a power loss while selected to the right tank and inbound to Grand Strand Airport.

Pilot Information

Certificate:	Airline transport	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 1, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft), 60 hours (Total, this make and model), 7900 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6375P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1485
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 21, 1994 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6463 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-540-A
Registered Owner:	AERO TRACE INC.	Rated Power:	250 Horsepower
Operator:	AERO TRACE INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	JFK ,13 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	22:50 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Unknown	Visibility	11 miles
Lowest Ceiling:	Broken / 13000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	N. MYRTLE BEACH, SC (CRE)	Type of Flight Plan Filed:	None
Destination:	FARMINGDALE , NY (FRG)	Type of Clearance:	VFLF
Departure Time:	19:35 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	157 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: BILL FORMAN; TETERBORO , NJ

Original Publish Date: December 7, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=38772>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).