



# Aviation Investigation Final Report

|                                |                                      |                         |                    |
|--------------------------------|--------------------------------------|-------------------------|--------------------|
| <b>Location:</b>               | DOYLESTOWN, Pennsylvania             | <b>Accident Number:</b> | NYC82FHA10         |
| <b>Date &amp; Time:</b>        | September 28, 1982, 14:00 Local      | <b>Registration:</b>    | N2476T             |
| <b>Aircraft:</b>               | NAVION G                             | <b>Aircraft Damage:</b> | Substantial        |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 Serious, 1 Minor |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |                    |

## Analysis

AT APPROXIMATELY 75-100 FT THE ENG QUIT. THE ACFT LANDED WITH THE GEAR UP & SLID OFF THE END OF THE RWY APPROXIMATELY 200-300 FT. THE PLT ACKNOWLEDGED TAKING OFF WITH THE FUEL SELECTOR ON THE EMPTY LEFT TIP TANK.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

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

#### Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) CHECKLIST - NOT USED - PILOT IN COMMAND
4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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

Findings

5. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

## Factual Information

### Pilot Information

|                                  |   |  |                  |
|----------------------------------|---|--|------------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 54, Male         |
| <b>Airplane Rating(s):</b>       | Single-engine land  | <b>Seat Occupied:</b>                    | Unknown          |
| <b>Other Aircraft Rating(s):</b> |   | <b>Restraint Used:</b>                   |                  |
| <b>Instrument Rating(s):</b>     | None  | <b>Second Pilot Present:</b>             | No               |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No               |
| <b>Medical Certification:</b>    | Class 3 Valid Medical--w/<br>waivers/lim  | <b>Last FAA Medical Exam:</b>            | December 8, 1981 |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> |                  |
| <b>Flight Time:</b>              | 382 hours (Total, all aircraft), 382 hours (Total, this make and model), 340 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft) |  |                  |

### Aircraft and Owner/Operator Information

|                                      |                        |                                       |                 |
|--------------------------------------|------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | NAVION                 | <b>Registration:</b>                  | N2476T          |
| <b>Model/Series:</b>                 | G G                    | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                        | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    |                        | <b>Serial Number:</b>                 | NAV42476        |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle | <b>Seats:</b>                         | 5               |
| <b>Date/Type of Last Inspection:</b> | Unknown                | <b>Certified Max Gross Wt.:</b>       | 3233 lbs        |
| <b>Time Since Last Inspection:</b>   | 4 Hrs                  | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2128 Hrs               | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed              | <b>Engine Model/Series:</b>           | IO-470-H        |
| <b>Registered Owner:</b>             | EUGENE E. CURRAN       | <b>Rated Power:</b>                   | 260 Horsepower  |
| <b>Operator:</b>                     | EUGENE E. CURRAN       | <b>Operating Certificate(s) Held:</b> |                 |
| <b>Operator Does Business As:</b>    |                        | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |          |
|---|----------------------------------|---|----------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day      |
| <b>Observation Facility, Elevation:</b> |                                  | <b>Distance from Accident Site:</b>         |          |
| <b>Observation Time:</b>                |                                  | <b>Direction from Accident Site:</b>        |          |
| <b>Lowest Cloud Condition:</b>          | Unknown                          | <b>Visibility</b>                           | 15 miles |
| <b>Lowest Ceiling:</b>                  | Unknown                          | <b>Visibility (RVR):</b>                    |          |
| <b>Wind Speed/Gusts:</b>                | 6 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /        |
| <b>Wind Direction:</b>                  | 270°                             | <b>Turbulence Severity Forecast/Actual:</b> | /        |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               | 70°C     |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |          |
| <b>Departure Point:</b>                 | DOYLESTOWN , PA                  | <b>Type of Flight Plan Filed:</b>           | None     |
| <b>Destination:</b>                     | DOYLESTOWN , PA                  | <b>Type of Clearance:</b>                   | None     |
| <b>Departure Time:</b>                  | 14:00 Local                      | <b>Type of Airspace:</b>                    |          |

## Airport Information

|                             |                  |                                  |         |
|-----------------------------|------------------|----------------------------------|---------|
| <b>Airport:</b>             | DOYLESTOWN       | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Airport Elevation:</b>   | 0 ft msl         | <b>Runway Surface Condition:</b> | Dry     |
| <b>Runway Used:</b>         | 23               | <b>IFR Approach:</b>             | None    |
| <b>Runway Length/Width:</b> | 2000 ft / 100 ft | <b>VFR Approach/Landing:</b>     | None    |

## Wreckage and Impact Information

|                            |                    |                             |                           |
|----------------------------|--------------------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 Serious          | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 1 Minor            | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A                | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 1 Serious, 1 Minor | <b>Latitude, Longitude:</b> | 40.310455,-75.119606(est) |

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** September 28, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=70503>

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.

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