



Aviation Investigation Final Report

Location:	SANDY HOOK, New Jersey	Accident Number:	BF094LA124
Date & Time:	June 30, 1994, 07:30 Local	Registration:	N7041Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING CRUISE FLIGHT, THE NUMBER ONE ENGINE BEGAN TO MAKE NOISES. THE ENGINE THEN LOST TOTAL POWER. THE PILOT'S ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL. THE PILOT WAS UNABLE TO FEATHER THE PROPELLER. THE PILOT STATED, 'NOISE AND VIBRATION GOT STRONGER. SHUT DOWN NUMBER 1 [ENGINE]. PROPELLER WOULD NOT FEATHER....COULD NOT HOLD ALTITUDE OR AIRSPEED....' THE PILOT DITCHED THE AIRPLANE IN THE ATLANTIC OCEAN NEAR SHADY SIDE, NEW JERSEY. THE AIRPLANE CAME TO REST IN APPROXIMATELY 200 FEET OF WATER, AND WAS NOT RECOVERED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for reasons undetermined and the inability of the pilot to feather the propeller.

Findings

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

Findings

1. 1 ENGINE
2. (C) REASON FOR OCCURRENCE UNDETERMINED

3. (F) PROPELLER FEATHERING - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: DITCHING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. TERRAIN CONDITION - WATER

Factual Information

On June 30, 1994, about 0730 eastern daylight time a Piper PA-30, N7041Y, was destroyed after being ditched in the Atlantic Ocean near Sandy Hook, New Jersey. The pilot was not injured. The personal cross-country flight was being operated by William A. Dufour of Greenbelt, Maryland. The flight originated in Leonardtown, Maryland about 0630 and was destined for East Hampton, New York. Visual meteorological conditions prevailed. An Instrument Flight Rules (IFR) flight plan was filed, but not activated. The flight was being conducted under CFR 14 Part 91.

In a written statement submitted by the pilot, he stated,

...I had changed power settings several times and once again did so. With a lower noise level I could hear a faint clanging (like a tin cup banging on a table) from engine number 1. I increased RPM [power] and noise stopped for a few minutes. It started again, sounding much sharper (clearer) this time....I reduced power again, but the noise grew louder....The noise increased, and I could see the spinner shaking in reference to the cowling....Number 1 engine stopped with a big clunk sound and I could see the propeller was not feathered....I...could not maintain altitude....I attempted to restart number 1 engine. It seemed to just bang and grind....

In the NTSB form 6120.1/2, the pilot further stated,

...Normal takeoff. Set different cruise settings....Number 1 engine started making noise after power change. Noise and vibration got stronger. Shut down number 1 [engine]. Propeller would not feather....prepared for ditching. Could not hold altitude or airspeed...[and] ditched. Got in raft. Saw [the] aircraft sink. Coast guard picked me up about an hour later. All log books were in aircraft....

According to the Federal Aviation Administration Inspector, the airplane came to rest in the Atlantic Ocean in approximately 200 feet of water. The airplane was not recovered.

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 23, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1700 hours (Total, all aircraft), 125 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7041Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-44
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	6300 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-320-B1A
Registered Owner:	WILLIAM A. DUFOR	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	NORTH SHORE AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 13000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LEONARDTOWN , MD (2W6)	Type of Flight Plan Filed:	IFR
Destination:	EAST HAMPTON , NY (HTO)	Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
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):	Childress, Richard
Additional Participating Persons:	NATALE BRUZZESE; VALLEY STREAM , NY
Original Publish Date:	September 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8950

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](#).