

		NTSB ID: NYC07LA026		Aircraft Registration Number: N441AV	
		Occurrence Date: 11/10/2006		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Snow Shoe	State PA	Zip Code 16874	Local Time 2145	Time Zone EST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Vogel		Model/Series Glastar 41		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On November 10, 2006, about 2145 eastern standard time, an amateur-built Vogel Glastar 41, N441AV, was substantially damaged when it impacted trees and terrain near Snow Shoe, Pennsylvania. The certificated private pilot was seriously injured and the pilot-rated passenger/owner was fatally injured. Night visual meteorological conditions prevailed. No flight plan was filed for the flight from Linden Airport (LDJ), Linden, New Jersey, to Metcalf Field (TDZ), Toledo, Ohio. The personal flight was conducted under 14 Code of Federal Regulations Part 91.</p> <p>According to the pilot, while in cruise flight, the engine "stopped immediately and could not be restarted." The pilot was receiving flight following at the time, and reported the problem to air traffic control personnel. "Because it was black, we flew the angle of attack meter and waited for ground contact." The pilot could not remember the impact, but remembered hearing a helicopter after the accident and then calling 911 for assistance.</p> <p>According to a Federal Aviation Administration (FAA) inspector, the airplane force-landed in a wooded area and came to rest on the slope of a ridge. An on-scene examination of the wreckage revealed propeller signatures consistent with an engine not operating at impact.</p> <p>On December 11, 2006, two FAA inspectors and a representative from the manufacturer of the Eggenfellner Subaru 2.5 liter engine examined the wreckage. According to one of the FAA inspectors, the cam belt, also referred to as the timing belt, was loose. In addition, the idler pulley, upon which the cam belt would normally have run, was missing. There was also a broken stud where the idler pulley should have been.</p> <p>The cam belt exhibited wear marks on its outer circumference, and there was rubber residue on a 90-degree AN fitting adjacent to the location of the missing idler pulley.</p> <p>When the crankshaft was rotated by hand, the cam belt rotated the camshafts. Cylinders number 2 and number 3 had no compression. According to the FAA inspector, it would be typical for this type of "interference" engine that valves could contact piston heads or each other and bend when camshafts are out of time due to a slipped or broken cam belt.</p> <p>The original attach bolt for the missing idler pulley had been replaced by the airplane builder, who was not the current owner, with a 6-inch stud to mount an additional alternator. The mounting stud had been sleeved with a spacer to maintain a mounting distance between the alternator and the engine.</p>					
FACTUAL REPORT - AVIATION					
					Page 1

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: NYC07LA026			
		Occurrence Date: 11/10/2006			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
<b>Aircraft Information</b>					
Aircraft Manufacturer Vogel		Model/Series Glastar 41		Serial Number 041	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Tricycle					
Amateur Built Acft? Yes	Number of Seats: 2	Certified Max Gross Wt.	1960 LBS	Number of Engines: 1	
Engine Type: Reciprocating		Engine Manufacturer: Subaru	Model/Series: 2.5L	Rated Power: 170 HP	
- Aircraft Inspection Information					
Type of Last Inspection Conditional	Date of Last Inspection 12/2005	Time Since Last Inspection Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /		ELT Operated?	ELT Aided in Locating Accident Site? No		
<b>Owner/Operator Information</b>					
Registered Aircraft Owner Harry Batson		Street Address			
		City Erie	State MI	Zip Code 48133	
Operator of Aircraft Harry Batson		Street Address			
		City Erie	State MI	Zip Code 48133	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: NYC07LA026
	Occurrence Date: 11/10/2006
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State	Date of Birth On File	Age 40
-----------------	-----------------	-------	--------------------------	-----------

Sex: M	Seat Occupied: Left	Occupational Pilot?	Certificate Number: On File
--------	---------------------	---------------------	-----------------------------

Certificate(s): Private

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

Current Biennial Flight Review? 10/2006

Medical Cert.: Class 3	Medical Cert. Status:	Date of Last Medical Exam: 03/2006
------------------------	-----------------------	------------------------------------

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	262	94	262		29	4	38			
Pilot In Command(PIC)	216	94	216							
Instructor										
Instruction Received										
Last 90 Days	48	48	48							
Last 30 Days	48	48	48							
Last 24 Hours	3	3	3							

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
--------------------	----------------------------	--------------------------	-------------------

**Flight Plan/Itinerary**

Type of Flight Plan Filed: None


Departure Point	State	Airport Identifier	Departure Time	Time Zone
Linden	NJ	LDJ		
Destination	State	Airport Identifier		
Toledo	OH	TDZ		

Type of Clearance: VFR Flight Following

Type of Airspace:

**Weather Information**

Source of Wx Information:  
Internet

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: NYC07LA026
	Occurrence Date: 11/10/2006
	Occurrence Type: Accident

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
UNV	2121	EST	1239 Ft. MSL	12 NM	120 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Night	
Lowest Ceiling:		Ft. AGL	Visibility: 10	SM	Altimeter: 29.94 "Hg
Temperature: 10 °C	Dew Point: 2 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction:		Wind Speed: Calm		Wind Gusts:	
Visibility (RVR):	Ft.	Visibility (RVV)	SM		
Precip and/or Obscuration: No Obscuration; No Precipitation					

<b>Accident Information</b>		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot		1			1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1	1			2
Other Ground					
- GRAND TOTAL -	1	1			2

--

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: NYC07LA026

Occurrence Date: 11/10/2006

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Paul R. Cox

Additional Persons Participating in This Accident/Incident Investigation:

Ronald Forsyth  
FAA/FSDO  
Harrisburg, PA

Jan Eggenfellner  
Eggenfellner Aircraft, Inc.  
Edgewater, FL