

ASW: GENERAL AVIATION ACCIDENT/INCIDENT INFORMATION

1. **Date / Time of This Report:** September 12, 2021 / 1830 local
2. **Information Obtained From:** SW Comm Center
3. **Reporting FSDO:** Houston FSDO
4. **FAA IIC:** Jeffrey S. Hayes
NTSB Investigator: Craig Hatch
5. **Date, Time, and Location of Accident/Incident:**
Date: September 12, 2021
Time: 1030 local
Location: [REDACTED], Magnolia, TX 030.17393 / -095.70600 (High Meadow Ranch subdivision)
6. **Make:** Piper
7. **Model:** PA-44-180
8. **Registration #:** N740FT
9. **Registered Owner:** Up and Up Aviation, LLC (Myron Hewlett)
Address: [REDACTED]
City/State/Zip: Magnolia, TX 77354-2939
10. **Departure Point:** Navasota Municipal Airport (60R), Navasota, TX
Destination: David Wayne Hooks Memorial Airport (KDWH), Spring, TX
Type of Flight Plan: Personal
Operating CFR: 14 CFR Part 91
11. **Injuries/Fatalities**
of Crewmember Fatalities: 0
of Passenger Fatalities: 0
of Injured Crew/Passenger: 0
12. **Pilot Information:**
Name: Jay Robert Esmay
Address: [REDACTED]
City/State/Zip: Houston, TX 77008-1406
Certificate #: [REDACTED] **RATINGS:** ATP (AMEL)
Medical Type/Date: Third (Private), 01/22/2021
Date of Birth: [REDACTED]
Telephone: [REDACTED]
Email: [REDACTED]
13. **Weather Data:** N/A
14. **Remarks:**
 - a. September 12, 2021, 1128 local, received call from SW Comm Center (ROC). At approximately 1030 local, N740FT, Piper Seminole (PA-44-180), enroute DWH due to a rough running engine. At 2000ft the left engine went out and then the right engine also failed. Pilot attempted to land on the street but ended up hitting a tree.
 - b. Brought onto call, Deputy Munson, Montgomery County Sheriffs Department, [REDACTED]. Per Deputy Munson: One person on board, and no injuries; Pilot is Jay Esmay [REDACTED]; Aircraft departed Hooks at approximately 0930, flew to Navasota, landed and took off headed back to Hooks; At 2,000ft. left engine quit, pilot tried to restart for 10 minutes, right engine went out; pilot attempted to land in an open field but could not make it to the field so diverted to land in the street; aircraft hit an oak tree and crashed onto residential driveway. Because of tree debris, Deputy Munson unsure of

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additional property damage. Deputy Munson described aircraft damage and provided pictures via text message. Deputy Munson/Chuck Grant (Montgomery County Fire Dept.) confirmed no presence of fuel on ground. Mr. Grant advised of owner and mechanic on site and requested permission to shut off the ELT. Authorization granted.

- c. Called pilot, Jay Esmay, [REDACTED]. Pilot confirmed he was the only occupant of the aircraft and sustained no injuries. Pilot explained ten minutes out of Navasota, the left engine quit. Pilot stated he went through the checklist and attempted to restart the engine. Pilot stated ten minutes later, the right engine quit. Pilot stated he attempted restart of right engine but unsuccessful. Pilot stated he located an empty field to land the aircraft in. When it appeared he did not have altitude/airspeed to make it to the field, he diverted to land in the street. The aircraft impacted the upper portion of an oak tree and came to rest in a residential driveway.
- d. Upon arrival on scene, met by aircraft owner, Myron Hewlett. At initial meeting, Mr. Hewlett stated that the pilot ran the aircraft out of fuel. Mr. Hewlett stated he and his mechanic, Sammy Garcia, checked fuel tanks and observed zero fuel in them.
- e. On scene, met with pilot, Jay Esmay. Observed red mark on left chest area. Pilot confirmed mark as bruising from seat belt. Pilot also reported slight bump on forehead, but no other injuries. Discussed event with pilot. Pilot described again all that was previously stated on telephone call. Pilot stated he departed Hooks and flew to Navasota where he completed some touch-and-go landings with a full-stop landing. Asked pilot if he fueled the aircraft. Pilot stated he checked aircraft fuel status on pre-flight and determined there was approximately 17 gallons in each tank. Pilot also used hand gestures to describe how much fuel he visibly determined to be in the fuel tanks. Advised pilot that, via email, he would receive Compliance Philosophy Brochure, Pilots Bill of Rights (PBR), and Accident_Incident_Occurrence information sheet along with request for a pilot statement. Pilot provided email address. Reviewed pilot's airman certificate and medical certificate. Pilot departed with family.
- f. Aircraft sustained significant damage and appears to be destroyed. Left main landing gear is partially extended. Right main landing gear and nose landing gear are not visible. Landing gear selector is in the "Up" position. The left fuel tank was inspected for integrity and the presence of fuel. The left fuel tank appears to be intact with no fuel inside the tank. The right fuel tank was inspected for integrity and the presence of fuel. The right fuel tank appears to be intact with no fuel inside the tank. The two propeller blades on the left engine are feathered with no visible damage. The two propeller blades on the right engine are feathered with no visible damage to one propeller blade and a bend at the tip of the other propeller blade. There is some oil leakage from the bottom of the right engine. No visible leakage of fluids from left engine. While on scene, owner painted over N-number with white paint. Authorization granted to remove aircraft.
- g. There were no witnesses to the accident. The property owners of the driveway where the aircraft came to rest have security cameras on property. Property owners stated they would review footage and provide via email if the crash was captured on video.

15. Property Owners:

Name: [REDACTED]
Address: [REDACTED]
City/State/Zip: Magnolia, TX
Telephone: [REDACTED]
Email: [REDACTED]

Photos:

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