



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ATLANTIC CITY, NJ	<b>Accident Number:</b>	NYC83FA049
<b>Date &amp; Time:</b>	01/05/1983, 2111 EST	<b>Registration:</b>	N7619Y
<b>Aircraft:</b>	PIPER PA-30	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT HAD LANDED AT ATLANTIC CITY, NJ AT APRX 1545 WHILE EN ROUTE TO OXFORD, CT. BEFORE TAKING OFF, HE CONTACTED TWO FSS'S AND BOTH ADVISED THAT VFR FLT WAS NOT RECOMMENDED. THE NON-INSTRUMENT RATED PLT TOOK OFF AT APRX 1920 LOCAL TIME WITH NO FLT PLAN. AT 2102, HE CONTACTED ATLANTIC CITY APCH CONTROL. HE REPORTED THAT HE WAS ON A VFR FLT AT 1500 FT, HAD ENCOUNTERED IMC, AND REQUESTED ASSISTANCE TO LAND AT ATLANTIC CITY. THE PLT WAS ADVISED THAT IFR WX CONDITIONS PREVAILED AT ATLANTIC CITY, THEN THE ACFT WAS RADAR IDENTIFIED APRX 3 MI EAST OF THE ARPT. SHORTLY AFTER THAT, THE PLT REPORTED THAT HE HAD THE ARPT LIGHTS IN SIGHT AND WOULD CIRCLE TO LAND. HOWEVER, HE SUBSEQUENTLY STATED HE HAD LOST THE LIGHTS. THE PLT WAS THEN ADVISED THAT A SEARCH FOR VFR WX WAS BEING CONDUCTED, TO WHICH HE ACKNOWLEDGED. AT 2210, RADIO CONTACT WAS LOST WHEN THE ACFT CRASHED ON ARPT PROPERTY. THE WRECKAGE WAS LOCATED IN A WOODEN AREA APRX 2000 FT WEST OF THE APCH END OF RWY 13. INITIAL IMPACT WAS WITH A TREE WHILE ON A NORTHERLY HEADING.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - FOG
5. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING

### Findings

6. (F) LIGHT CONDITION - DARK NIGHT
7. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
9. (C) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
10. (F) OBJECT - TREE(S)

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/09/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	343 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7619Y
<b>Model/Series:</b>	PA-30 PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-692
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	07/01/1982, Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	44 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1799 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-B1A
<b>Registered Owner:</b>	NORTHWOOD ENTERPRISE	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	NORTHWOOD ENTERPRISE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ACY, 76 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2113 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown / 200 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4° C / 4° C
Precipitation and Obscuration:			
Departure Point:	ATLANTIC CITY, NJ (ACY)	Type of Flight Plan Filed:	None
Destination:	OXFORD, CT (OXC)	Type of Clearance:	None
Departure Time:	1930	Type of Airspace:	Class D

## Airport Information

Airport:	ATLANTIC CITY (ACY)	Runway Surface Type:	
Airport Elevation:	76 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).