



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CORAM, NY	<b>Accident Number:</b>	NYC83FA107
<b>Date &amp; Time:</b>	05/01/1983, 1646 EDT	<b>Registration:</b>	N5738P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 2 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE ACFT CRASHED SHORTLY AFTER DECLARING AN 'EMERGENCY.' A WITNESS SAW THE ACFT, BUT HEARD NO ENG SOUND PRIOR TO THE CRASH. EXAMINATION OF ENG FAILED TO REVEAL ANY DISCREPANCIES. HOWEVER, WHEN THE CARBURETOR WAS EXAMINED NO FUEL WAS FOUND IN THE LINE BETWEEN THE ENG DRIVEN FUEL PUMP AND THE CARB. THE CARB WAS EMPTY OF USEABLE FUEL.

## 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: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: MANEUVERING

### Findings

1. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) FUEL SUPPLY - DISREGARDED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

4. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. (F) WEATHER CONDITION - CLOUDS

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	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>	04/04/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	279 hours (Total, all aircraft), 38 hours (Total, this make and model), 184 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5738P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-813
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	11/16/1982, 100 Hour	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	89 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2695 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-540-A1D5
<b>Registered Owner:</b>	MAC AVIATION, INC.	<b>Rated Power:</b>	250 hp
<b>Operator:</b>	JAMES R. WEIR	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ISP, 99 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1650 EDT	Direction from Accident Site:	215°
Lowest Cloud Condition:	Scattered / 800 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	16 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 13° C
Precipitation and Obscuration:			
Departure Point:	ISLIP, NY (ISP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1635 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE	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:pubinquiry@ntsb.gov">pubinquiry@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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).