



National Transportation Safety Board Aviation Accident Final Report

Location:	DOUGLASSVILLE, PA	Accident Number:	NYC83FA037
Date & Time:	12/01/1982, 2205 EST	Registration:	N32750
Aircraft:	PIPER PA-32-260	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal, 2 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

AT APRX 1540 EST, THE ACFT WAS DISPATCHED TO PHILADELPHIA, PA ON A PAX FLT. AFTER ARRIVING, THE PLT REMAINED THERE TO PICK UP 4 OTHER PAX THAT WERE ARRIVING AT APPROX 2100 EST. AT 2007, THE PLT RECEIVED A PARTIAL WX BRIEF & FILED AN IFR FLT PLAN TO RTN TO POTTSTOWN. THE ACFT DEPARTED WITH AN IFR CLNC AT 2145 & PROCEEDED AT 3000 FT MSL, JUST ABV THE CLD TOPS. DRG ARRIVAL, THE PLT WAS CLRD FOR A VOR-B APCH TO THE POTTSTOWN MUNI ARPT. HE RPRTD THAT HE COULD SEE THE ARPT BEACON FROM OVER THE VOR, BUT NOTED PATCHY GND FOG. THE APCH WAS CONTD TO THE MISSED APCH POINT WHERE HE LOST SITE OF THE BCN. HE BGN MAKING A MISSED APCH; HOWEVER, WHEN THE THROTTLE WAS ADVANCED, NO DIFFERENCE IN ENG SOUND WAS NOTED, EXCEPT HE RECALLED THERE MAY HAVE BEEN SOME "FLUTTER IN THE ENGINE." RPRTDLY, THE ACFT CONTD DSNDG & SLOWING TIL IT HIT TREES AT 440 FT MSL, APRX 1 MI NW OF THE ARPT (ARPT ELEV 256 FT). NO PREIMPACT FAILURE WAS FOUND. TEMP & DEW PT WERE 48 DEG, ICG PROB CHART INDICATED SERIOUS CARB ICG CONDS WERE PRESENT. HOWEVER, PSN OF CARB HEAT CTL COULD NOT BE VERIFIED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MISSED APPROACH (IFR)

Findings

3. (F) LIGHT CONDITION - NIGHT
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (F) TERRAIN CONDITION - HIGH TERRAIN
7. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/16/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3716 hours (Total, all aircraft), 100 hours (Total, this make and model), 3479 hours (Pilot In Command, all aircraft), 268 hours (Last 90 days, all aircraft), 84 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N32750
Model/Series:	PA-32-260 PA-32-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	32-7500008
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	65 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3745 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-540-E4B5
Registered Owner:	BASCO FLYING SERVICE, INC.	Rated Power:	260 hp
Operator:	BASCO FLYING SERVICE, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RDG, 0 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0245	Direction from Accident Site:	308°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	48° C / 0° C
Precipitation and Obscuration:			
Departure Point:	PHILADELPHIA, PA (PHL)	Type of Flight Plan Filed:	IFR
Destination:	POTTSTOWN, PA (N47)	Type of Clearance:	IFR
Departure Time:	2145	Type of Airspace:	

Airport Information

Airport:	POTTSTOWN MUNICIPAL (N47)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Wet
Runway Used:	25	IFR Approach:	VOR
Runway Length/Width:	2700 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal, 1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Fatal, 2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	12/01/1983
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

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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](#).