



National Transportation Safety Board Aviation Accident Data Summary

Location:	DOUGLASSVILLE, PA	Accident Number:	NYC83FA037
Date & Time:	12/01/1982, 2205 EST	Registration:	N32750
Aircraft:	PIPER PA-32-260	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

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
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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)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	41
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	BASCO FLYING SERVICE, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	O-540-E4B5
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RDG, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Obscured / 400 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	48° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	PHILADELPHIA, PA (PHL)	Destination:	POTTSTOWN, PA (N47)

Airport Information

Airport:	POTTSTOWN MUNICIPAL (N47)	Runway Surface Type:	Asphalt
Runway Used:	25	Runway Surface Condition:	Wet
Runway Length/Width:	2700 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):

Adopted Date: 12/01/1983

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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