



National Transportation Safety Board Aviation Accident Final Report

Location:	LEMONT, PA	Accident Number:	BF093FA033
Date & Time:	02/23/1993, 2016 EST	Registration:	N47E
Aircraft:	BEECH E18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE INSTRUMENT RATED PILOT WAS EN ROUTE TO PICK UP CARGO. HE RECEIVED THREE PREFLIGHT WEATHER BRIEFINGS EARLIER THAT INDICATED SNOW, MOUNTAIN OBSCURATION, AND LOW VISIBILITY. HE REPORTED, 'SEEING THE LIGHTS OF UNIVERSITY,' AND REQUESTED A CONTACT APPROACH. HE ALSO SAID THAT IF HE COULD NOT GET IN, HE WOULD MAKE AN ILS APPROACH. WHEN THE AIRPLANE WAS 4 MILES SOUTH OF THE AIRPORT, THE NEW YORK AIR TRAFFIC CONTROLLER CLEARED THE PILOT FOR A CONTACT APPROACH TO RUNWAY 24. A WITNESS REPORTED HEARING A LOW FLYING AIRPLANE. HE STATED THAT IT WAS SNOWING HEAVILY AND HE SAW THE TAIL LIGHT OF AN AIRPLANE BRIEFLY THROUGH THE SNOW. HE ALSO REPORTED THAT A SNOW SQUALL WAS IN THE AREA AT THE TIME. SHORTLY AFTERWARD, HE HEARD WHAT WAS LATER DETERMINED TO BE THE SOUND OF THE COLLISION. SEARCH PERSONNEL LOCATED THE WRECKAGE 3.3 MILES SOUTH OF THE AIRPORT ON TOP OF MOUNT NITTANY WHICH WAS ABOUT 2000 FEET HIGH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER INFLIGHT PLANNING DECISION BY THE PILOT, AND HIS FAILURE TO MAINTAIN PROPER ALTITUDE DURING THE APPROACH. FACTORS RELATED TO THE ACCIDENT WERE DARKNESS, ADVERSE WEATHER CONDITIONS, AND HIGH TERRAIN.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) WEATHER CONDITION - SNOW
5. (F) WEATHER CONDITION - OBSCURATION

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH

Findings

6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	52, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/29/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10200 hours (Total, all aircraft), 4000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N47E
Model/Series:	E18S E18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA-183
Landing Gear Type:	Retractable - Tailwheel	Seats:	6
Date/Type of Last Inspection:	01/22/1993, 100 Hour	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	85 Hours	Engines:	2 Reciprocating
Airframe Total Time:	12910 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	CENTRE AIRLINES, INC	Rated Power:	450 hp
Operator:	CENTRE AIRLINES	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	AGYA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	UNV, 1239 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1955 EST	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-7° C / -11° C
Precipitation and Obscuration:			
Departure Point:	REEDSVILLE, PA (RVL)	Type of Flight Plan Filed:	IFR
Destination:	UNIVERSITY PARK, PA (UNV)	Type of Clearance:	IFR
Departure Time:	1930 EST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	UNIVERSITY PARK	Runway Surface Type:	N/A
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	Contact
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	BEVERLEY JOHNSON	Report Date:	11/03/1993
Additional Participating Persons:	JOE KIMBLE; HARRISBURG, PA JAMES STERMER; WICHITA, KS		
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](#).