



Aviation Investigation Final Report

Location:	SALISBURY TWP, Pennsylvania	Accident Number:	NYC89FA177
Date & Time:	July 30, 1989, 13:35 Local	Registration:	N2063V
Aircraft:	BEECH A36	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

THE PILOT OF THE CESSNA 182 WAS DESCENDING IN A RIGHT TURN AFTER DROPPING PARACHUTE JUMPERS AT 4500 FT MSL. AS HE DESCENDED BELOW 1500 FT MSL, HIS AIRCRAFT COLLIDED WITH A BEECH A36. THE A36 HAD DEPARTED FROM THE QUEEN CITY AIRPORT AND WAS IN THE TRAFFIC PATTERN TO LAND AT THE AIRPORT WHEN THE COLLISION OCCURRED. THE CESSNA CRASHED IN A PAVED PARKING LOT OF A SHOPPING CENTER AND THE BEECH CRASHED INTO A NEW CAR DEALERSHIP'S PARKING LOT. BOTH AIRCRAFT WERE DESTROYED ALONG WITH SEVERAL CARS IN THE DEALERSHIP'S LOT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF BOTH PILOTS TO SEE AND AVOID EACH OTHER. A CONTRIBUTING FACTOR TO THE ACCIDENT WAS THAT NEITHER PILOT WAS HEARD OVER THE RADIO ANNOUNCING THEIR POSITION AND INTENTIONS.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

- 3. (F) RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
- 4. (F) RADIO COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

- 5. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 6. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 14, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	258 hours (Total, all aircraft), 1 hours (Total, this make and model), 145 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2063V
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-1432
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 15, 1989 Annual	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1280 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-BB
Registered Owner:	BOYER-MALIK-KHAN	Rated Power:	285 Horsepower
Operator:	BOYER-MALIK-KHAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ABE ,394 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	13:00 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ALLENTOWN , PA (1N9)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	ALLENTOWN QUEEN CITY 1N9	Runway Surface Type:	
Airport Elevation:	399 ft msl	Runway Surface Condition:	
Runway Used:	25	IFR Approach:	ADF/NDB;VOR/DME
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	40.590965,-75.470802(est)

Administrative Information

Investigator In Charge (IIC): Yurman, Alan

Additional Participating Persons:

Original Publish Date: June 30, 1992

Last Revision Date:

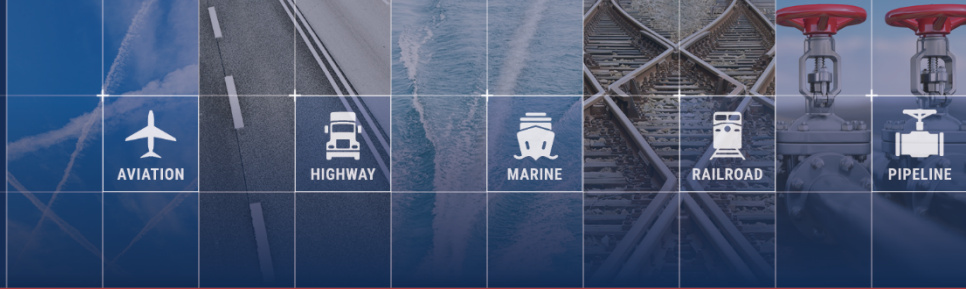
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36291>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



Aviation Investigation Final Report

Location:	SALISBURY TWP, Pennsylvania	Accident Number:	NYC89FA177
Date & Time:	July 30, 1989, 13:35 Local	Registration:	N2639G
Aircraft:	CESSNA 182B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

THE PILOT OF THE CESSNA 182 WAS DESCENDING IN A RIGHT TURN AFTER DROPPING PARACHUTE JUMPERS AT 4500 FT MSL. AS HE DESCENDED BELOW 1500 FT MSL, HIS AIRCRAFT COLLIDED WITH A BEECH A36. THE A36 HAD DEPARTED FROM THE QUEEN CITY AIRPORT AND WAS IN THE TRAFFIC PATTERN TO LAND AT THE AIRPORT WHEN THE COLLISION OCCURRED. THE CESSNA CRASHED IN A PAVED PARKING LOT OF A SHOPPING CENTER AND THE BEECH CRASHED INTO A NEW CAR DEALERSHIP'S PARKING LOT. BOTH AIRCRAFT WERE DESTROYED ALONG WITH SEVERAL CARS IN THE DEALERSHIP'S LOT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF BOTH PILOTS TO SEE AND AVOID EACH OTHER. A CONTRIBUTING FACTOR TO THE ACCIDENT WAS THAT NEITHER PILOT WAS HEARD OVER THE RADIO ANNOUNCING THEIR POSITION AND INTENTIONS.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: DESCENT

Findings

1. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

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- 4. (F) RADIO COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

- 5. (F) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 6. (F) TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 27, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	11442 hours (Total, all aircraft), 561 hours (Total, this make and model), 11047 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2639G
Model/Series:	182B 182B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	51939
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	March 1, 1989 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	29 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2286 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-L
Registered Owner:	PETER C MILLER	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

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Precipitation and Obscuration:	No Obscuration; No Precipitation		
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