



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ROCK HILL, SC	<b>Accident Number:</b>	ATL95LA010
<b>Date &amp; Time:</b>	11/02/1994, 1615 EST	<b>Registration:</b>	N48720
<b>Aircraft:</b>	CESSNA 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

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## Analysis

WHILE ON A LOCAL SOLO TRAINING FLIGHT, THE AIRPLANE COLLIDED WITH ELECTRICAL TRANSMISSION LINES THAT WERE ABOUT 30 FEET ABOVE THE GROUND. THE AIRPLANE ROTATED 180 DEGREES AND CAME TO REST IN A RIVER, UPRIGHT AND PARTIALLY SUBMERGED. WATER DEPTH WAS ABOUT FOUR FEET. THE UNINJURED, STUDENT PILOT WADED TO SHORE AND AWAITED RESCUE. HE STATED IN HIS REPORT THAT HE SUFFERED A TOTAL LAPSE OF JUDGEMENT, AND DECIDED TO BUZZ A DESERTED STRETCH OF THE RIVER. SHORTLY THEREAFTER, THE AIRPLANE COLLIDED WITH THE WIRES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S POOR JUDGEMENT AND HIS FAILURE TO MAINTAIN CLEARANCE FROM OBSTACLES.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

1. OBJECT - WIRE, TRANSMISSION
2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (C) JUDGMENT - POOR - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. TERRAIN CONDITION - WATER

## Factual Information

On November 2, 1994, about 1615 eastern standard time, a Cessna 152, N48720, collided with the ground, following an in-flight collision with electrical transmission wires, near Rock Hill, South Carolina. The airplane was operated by Ksenia Corporation under the provisions of 14 CFR Part 91, and visual flight rules. A flight plan was not filed for the local, solo, instructional flight. The student pilot was not injured and the airplane was substantially damaged. Origination of the flight was the Rock Hill Airport, Rock Hill, South Carolina, about 1520.

An emergency management official for South Carolina reported that the airplane struck electrical transmission wires, then came to rest, partially submerged, in the Catawba River. Three wires were severed about 50 feet above the ground. The operator of the airplane, and the emergency management official stated that the pilot did not report any mechanical malfunctions of the airplane.

The pilot stated that he decided to "buzz" the Catawba River. While flying over a deserted stretch of the river about 30 feet above the surface, the airplane struck two power lines. Under the recommendation section of his report, the pilot said "Total lapse of judgement on my part."

## Pilot Information

<b>Certificate:</b>	Airline Transport; Foreign; Student	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	None; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Airship; None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Helicopter; None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/22/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	50 hours (Total, all aircraft), 50 hours (Total, this make and model), 19 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N48720
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental; Normal; Transport	Serial Number:	15280936
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	KSENA CORPORATION	Rated Power:	110 hp
Operator:	KSENA CORPORATION	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLT, 749 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1555 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / -8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	, SC (29J)	Type of Clearance:	IFR; None;
Departure Time:	1520 EST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** PRESTON E HICKS, **Report Date:** 05/04/1995

**Additional Participating Persons:** LEWIS BLACKWELL; WEST COLUMBIA, SC

**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](mailto: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](#).