



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	MINTONVILLE, KY	<b>Accident Number:</b>	MIA95FA070
<b>Date &amp; Time:</b>	02/02/1995, 1341 EST	<b>Registration:</b>	N734KV
<b>Aircraft:</b>	CESSNA 172N	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

### Analysis

THE FLIGHT WAS REPORTED TO BE A DUAL INSTRUCTIONAL FLIGHT FROM CAHOKIA, IL TO GREENSBORO, NC. BOTH PILOTS WERE INSTRUMENT RATED. PRIOR TO DEPARTURE, THEY RECEIVED SEPARATE WEATHER BRIEFINGS DURING WHICH EACH WAS TOLD THAT VFR FLIGHT WAS NOT RECOMMENDED. NO FURTHER VOICE CONTACT WAS MADE WITH THE PILOTS. AN AIRCRAFT, WHICH WAS NOT RADAR IDENTIFIED, WITH TRANSPONDER CODE 1200 AND ALTITUDE REPORTING, WAS OBSERVED TO DEPART THE CAHOKIA AREA AND FLY SOUTHEASTERLY. THIS AIRCRAFT WAS LOST FROM RADAR AT THE CRASH SITE OF N734KV. IT WAS LAST OBSERVED AT 2,500 FT MSL. EXAMINATION OF THE CRASH SITE SHOWED THAT THE AIRCRAFT HAD STRUCK A GUY WIRE OF A RADIO TOWER AT THE 2,440-FT MSL LEVEL. EYEWITNESSES STATED THAT THE WEATHER WAS LOW CLOUDS AT THE TIME OF THE ACCIDENT, AND THAT THE TOP PORTION OF THE TOWER WAS NOT VISIBLE DUE TO THE CLOUDS.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FLIGHTCREW'S INTENTIONAL VFR FLIGHT INTO KNOWN INSTRUMENT METEOROLOGICAL CONDITIONS. A FACTOR WAS THE INADEQUATE ALTITUDE TO PREVENT AN INADVERTENT COLLISION WITH AN OBSTRUCTION.

### Findings

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

#### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) VFR FLIGHT INTO IMC - INTENTIONAL - FLIGHTCREW
3. OBJECT - TOWER(MARKED)
4. (F) ALTITUDE - INADEQUATE - FLIGHTCREW

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	4800 hours (Total, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N734KV
<b>Model/Series:</b>	172N 172N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	FARMER, JOHN E.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-H2AD
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SME, 927 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 700 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / , Variable
<b>Temperature:</b>	7°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CAHOKIA, IL (CSP)	<b>Destination:</b>	LONDON, KY (LOZ)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JEFFREY L KENNEDY	<b>Adopted Date:</b>	10/26/1995
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

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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.