



National Transportation Safety Board Aviation Accident Final Report

Location:	BAKER HILL, AL	Accident Number:	MIA90FA163
Date & Time:	08/01/1990, 1320 CDT	Registration:	N60518
Aircraft:	CESSNA 150J	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Aerial Observation		

Analysis

THE LAW ENFORCEMENT OFFICER WAS CONDUCTING AERIAL OBSERVATION AT A LOW ALTITUDE IN A RENTAL AIRPLANE ATTEMPTING TO LOCATE MARIJUANA CROPS. THERE WERE NO WITNESSES TO THE ACCIDENT. THE AIRPLANE WAS FOUND IN AN OPEN FIELD. EXAMINATION OF THE AIRPLANE AND ENGINE REVEALED NO PREEXISTING FAILURES. LAW ENFORCEMENT OFFICERS ON THE GROUND HAD HEARD THE AIRPLANE FLYING AT LOW LEVEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INADVERTENT STALL/SPIN. FACTORS WERE AIRSPEED NOT MAINTAINED, ALTITUDE INADEQUATE FOR SAFE RECOVERY, AND ATTENTION DIVERTED.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND

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

Findings

5. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/01/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	250 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N60518
Model/Series:	150J 150J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15070368
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	07/17/1990, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	11 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3342 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A
Registered Owner:	DIXON AVIATION, INC.	Rated Power:	100 hp
Operator:	DIXON AVIATION, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DHN, 401 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1350 CDT	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 400 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	34° C / 22° C
Precipitation and Obscuration:			
Departure Point:	EUFAULA, AL (EUF)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1245 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	12/14/1992
Additional Participating Persons:	MICHAEL M MORGAN; BIRMINGHAM, AL DALE CARTER; MOBILE, AL GARY CHEATUM; 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](#).