



National Transportation Safety Board Aviation Accident Final Report

Location:	NEWVILLE, AL	Accident Number:	ATL87FA052
Date & Time:	01/01/1987, 1210 CST	Registration:	N8780S
Aircraft:	CESSNA 150F	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S OUT-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE CIVILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT EXPERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE. THE INVESTIGATION DID NOT REVEAL ANY MECHANICAL MALFUNCTIONS OR FAILURES WITH THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. OBJECT - TREE(S)
2. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/21/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5721 hours (Total, all aircraft), 1 hours (Total, this make and model), 3973 hours (Pilot In Command, all aircraft), 28 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8780S
Model/Series:	150F 150F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	15062080
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/10/1986, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	14 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3347 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200
Registered Owner:	BOBBY HARRELL/HARRY GRAVETT	Rated Power:	100 hp
Operator:	OZARK AIR SERVICE	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:	14 Nautical Miles
Observation Time:	1350 CST	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 1800 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 4° C
Precipitation and Obscuration:			
Departure Point:	OZARK, AL (71J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1130 CST	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):	BEN R COLEMAN	Report Date:	04/25/1988
Additional Participating Persons:	HARLEY B PICKETT; BIRMINGHAM, AL		
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 pubinquiry@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](#).