



National Transportation Safety Board Aviation Accident Final Report

Location:	DES ARC, AR	Accident Number:	MKC86FA123A
Date & Time:	06/01/1986, 1545 CDT	Registration:	N89247
Aircraft:	CESSNA 140	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

NUMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING CLOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 HITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. THE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES IMPACTED THE TERRAIN ABOVE THE RIVER BANK. THE PIPER PA-28-140 BURNED AFTER IMPACT WITH THE TERRAIN.

Probable Cause and Findings

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

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: MANEUVERING

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. (F) LOW PASS - PERFORMED - PILOT IN COMMAND
 4. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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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):	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:	03/19/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5804 hours (Total, all aircraft), 22 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89247
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	8267
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	C-85-12
Registered Owner:		Rated Power:	85 hp
Operator:	RALPH W. FULMER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LIT, 258 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	1550 CDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 19° C
Precipitation and Obscuration:			
Departure Point:	CABOT, AR	Type of Flight Plan Filed:	None
Destination:	BRINKLEY, AR	Type of Clearance:	None
Departure Time:	1535 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	EUGENE ROTH	Report Date:	
Additional Participating Persons:	TERRY SPATH; WICHITA, KS DOUGLAS MCBRIDE; LITTLE ROCK, AR BLAIR P MCCLUNE; LITTLE ROCK, AR ROGER BAKER; WASHINGTON, DC		
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](#).