



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	DES ARC, AR	<b>Accident Number:</b>	MKC86FA123A
<b>Date &amp; Time:</b>	06/01/1986, 1545 CDT	<b>Registration:</b>	N89247
<b>Aircraft:</b>	CESSNA 140	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	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

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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	5804 hours (Total, all aircraft), 22 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N89247
<b>Model/Series:</b>	140 140	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RALPH W. FULMER	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	C-85-12
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LIT, 258 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 10000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	27° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CABOT, AR	<b>Destination:</b>	BRINKLEY, AR

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	EUGENE ROTH	<b>Adopted Date:</b>	
<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> .		

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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.