



National Transportation Safety Board Aviation Accident Final Report

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| Location: | DES ARC, AR | Accident Number: | MKC86FA123B |
| Date & Time: | 06/01/1986, 1545 CDT | Registration: | N4254J |
| Aircraft: | PIPER PA-28-140 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 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

Occurrence #2: MIDAIR COLLISION
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: FIRE
Phase of Operation: OTHER

Factual Information

Pilot Information

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| Certificate: | Private | Age: | 40, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | Yes |
| Medical Certification: | Unknown Expired | Last FAA Medical Exam: | 12/18/1981 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 3995 hours (Total, all aircraft), 18 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N4254J |
| Model/Series: | PA-28-140 PA-28-140 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 28-22611 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 02/18/1986, Annual | Certified Max Gross Wt.: | 2050 lbs |
| Time Since Last Inspection: | 8 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1600 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | | Engine Model/Series: | O-320 |
| Registered Owner: | | Rated Power: | 150 hp |
| Operator: | CHARLES M. JOHNSON | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|---|-------------------|
| 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: | | Type of Clearance: | None |
| Departure Time: | 1535 CDT | Type of Airspace: | Class G |

Wreckage and Impact Information

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

Administrative Information

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| 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 docket 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/ . | | |

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 agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).