



National Transportation Safety Board Aviation Accident Final Report

Location:	DUBLIN, NC	Accident Number:	ATL85LA075
Date & Time:	01/01/1985, 1130 EST	Registration:	N50913
Aircraft:	CESSNA 150J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT THE ACFT LOST POWER IN CRUISE FLIGHT AND HE ATTEMPTED TO LAND IN AN OPEN FIELD. HE ABORTED THE APPROACH BECAUSE OF A TAILWIND AND FLEW ALONG A RIVER FOR APRX 1 MILE BEFORE DITCHING IN THE WATER. THE ACFT SANK IN THE RIVER AND THE PLT SWAM TO SHORE. THE ACFT WAS NOT RECOVERED FROM THE RIVER AND CAUSE OF THE POWER LOSS WAS NOT DETERMINED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3: DITCHING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	51, 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:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/16/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	335 hours (Total, all aircraft), 295 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N50913
Model/Series:	150J 150J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15069637
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/14/1984, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2927 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	DAVID P. SINGLETARY	Rated Power:	100 hp
Operator:	DAVID P. SINGLETARY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 900 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 6500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 16° C
Precipitation and Obscuration:			
Departure Point:	ELIZABETHTOWN, NC (4WI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1030 EST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DENNIS D HENDERSON	Report Date:	
Additional Participating Persons:	WALTER RIGSBY; RALEIGH, NC		
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/ .		

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](#).