



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HARTFORD, TN	<b>Accident Number:</b>	ATL85LA088
<b>Date &amp; Time:</b>	02/02/1985, 1425 EST	<b>Registration:</b>	N8572G
<b>Aircraft:</b>	CESSNA 150F	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT WAS INFORMED DURING WX BRIEFING THAT VFR WAS NOT RECOMMENDED BECAUSE OF LOW CLOUDS. PLT ELECTED TO TAKEOFF AND FOLLOW I-90, HOWEVER, WX CONDITIONS WERE POOR AND PLT EXECUTED A CLIMB TO 10000 FT TO CLEAR THE CLOUD LAYER. WHILE EN ROUTE THE PLT TUNED TO THE ASHVILLE VOR AND TRACKED TO A LOCATION HE THOUGHT WAS IN THE VICINITY OF THE ARPT. A DESCENT WAS MADE THROUGH BREAKS IN THE CLOUDS TO 5500 FT. THE DESCENT WAS THEN CONTINUED TO 4000 FT WHERE THE PLT APPLIED POWER AND THE ACFT CONTACTED A MOUNTAIN.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: DESCENT - NORMAL

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER OBSERVATION - DISREGARDED - PILOT IN COMMAND
3. (C) VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
4. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	90 hours (Total, all aircraft), 60 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8572G
<b>Model/Series:</b>	150F 150F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15062672
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	70 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2900 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200
<b>Registered Owner:</b>	LAWRENCE R. HUNT	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	LAWRENCE R. HUNT	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TYS, 981 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1449 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4° C / 2° C
Precipitation and Obscuration:			
Departure Point:	BRISTOL, TN	Type of Flight Plan Filed:	None
Destination:	KNOXVILLE, TN	Type of Clearance:	None
Departure Time:	1330 EST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	
Additional Participating Persons:	CURTIS WILKES; NASHVILLE, TN		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).