



National Transportation Safety Board Aviation Accident Data Summary

Location:	HANCOCK, MD	Accident Number:	ATL83FIG03
Date & Time:	01/02/1983, 1145 EST	Registration:	N8515U
Aircraft:	CESSNA 172F	Injuries:	1 Fatal, 1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRCRAFT COLLIDED WITH THE TOP TWO WIRES OF A POWERLINE DURING A LOW ALTITUDE SIGHT-SEEING FLIGHT ALONG THE POTOMAC RIVER. THE PILOT STATED HE WAS MAINTAINING VISUAL CONTACT WITH THE GROUND SHOULD AN EMERGENCY LANDING BECOME NECESSARY. HE WAS STAYING HIGH ENOUGH FOR CLEARANCE OF THE TREES. HE STATED THAT APPARENTLY THE TERRAIN WAS GETTING HIGHER WITHOUT HIS AWARENESS AND SUDDENLY THE WIRES BECAME VISIBLE JUST BEFORE THE COLLISION. ONE WIRE CONTACTED THE LANDING GEAR AND THE ACFT PITCHED DOWN OUT OF CONTROL AND CRASHED ON A ROCKY LEDGE ON AN ISLAND IN THE RIVER. THE FREE END OF ONE OF THE WIRES RECOILED ONTO HIGHWAY I-70 AND STRUCK TWO CARS CAUSING MINOR INJURIES TO 2 PERSONS.

Probable Cause

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (F) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) OBJECT - WIRE, TRANSMISSION
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Pilot Information

Certificate:	Commercial	Age:	21
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	501 hours (Total, all aircraft), 388 hours (Total, this make and model), 393 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8515U
Model/Series:	172F 172F	Engines:	1 Reciprocating
Operator:	DAVID J. ALT, SR.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	O-300-D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HGR, 704 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 12000 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 130°
Temperature:	3°C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	HANCOCK, MD (W35)	Destination:	

Airport Information

Airport:	POTOMAC AIRPARK (W35)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	2 Minor	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ROBERT D KOCH

Adopted 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/>.

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.

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