



National Transportation Safety Board Aviation Accident Final Report

Location:	PORTLAND, IN	Accident Number:	CHI84FA035
Date & Time:	11/03/1983, 1830 EST	Registration:	N8320G
Aircraft:	CESSNA 150F	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT HAD JUST PURCHASED THE ACFT & FLEW A PREVIOUS CO-OWNER TO MONTEPELIER, IN, WHERE HE LANDED AT ABOUT DUSK. THE PREVIOUS CO-OWNER DEPLANED. HE SAID THAT AFTER THE ACFT TOOK OFF, HE SAW IT TURN TO THE WEST & DEPART TOWARD MARION. A SHORT TIME LATER, THE ACFT WAS OBSERVED BY NUMEROUS RESIDENTS, CIRCLING OVER PORTLAND, IN, APRX 16 MI SOUTHEAST OF MONTEPELIER, AT LOW ALT. THE RESIDENTS REPORTED THAT IT WAS MAKING FREQUENT DIVES, CLIMBS & CIRCLES AT LOW ALTITUDES. AT APRX 1830, IT CRASHED WHILE IN A STEEP DIVE. AN EXAM OF THE WRECKAGE WAS MADE, BUT NO PREIMPACT MALFUNCTION OR FAILURE WAS FOUND. HOWEVER, THERE WAS EXTENSIVE DAMAGE TO THE ACFT & EVIDENCE THAT IT HAD IMPACTED AT A HIGH RATE OF SPEED. PATHOLOGICAL & TOXICOLOGICAL EXAMS REVEALED NO SIGNIFICANT FACTORS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. LIGHT CONDITION - NIGHT

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/25/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8320G
Model/Series:	150F 150F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	150-62420
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	09/24/1982, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-200-A
Registered Owner:	LESLIE L. LEWIS	Rated Power:	100 hp
Operator:	RICHARD L. TURNER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	FWA, 833 ft msl	Distance from Accident Site:	44 Nautical Miles
Observation Time:	1945 EST	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 2600 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	MONTPELIER, IN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1800 EST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	E. J MCAVOY	Report Date:	
Additional Participating Persons:			
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](#).