



National Transportation Safety Board Aviation Accident Final Report

Location:	HARRISON, AR	Accident Number:	FTW82DA157
Date & Time:	05/01/1982, 1651 CDT	Registration:	N704EY
Aircraft:	CESSNA 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT WAS PERFORMING A LOW, SLOW PASS TO MAKE A BEAN BAG DROP ON A TAXIWAY TARGET WHEN HE LOST CONTROL, COLLIDED WITH A DITCH AND NOSED OVER. THE AIRCRAFT FLIPPED INVERTED. THE STALL WARNING HORN WAS SOUNDING DURING THE MANEUVER.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

2. (C) TERRAIN CONDITION - DITCH
3. (C) MANEUVER - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/07/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1010 hours (Total, all aircraft), 300 hours (Total, this make and model), 938 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N704EY
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	15078564
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	16 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1861 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-200-A
Registered Owner:	BOONE CO. AVIATION INC	Rated Power:	100 hp
Operator:	VIRGIL FLUD	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HRO, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1656	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	67° C / 0° C
Precipitation and Obscuration:			
Departure Point:	HARRISON, AR (HRO)	Type of Flight Plan Filed:	None
Destination:	HARRISON, AR (HRO)	Type of Clearance:	None
Departure Time:	1646	Type of Airspace:	

Airport Information

Airport:	BOONE COUNTY (HRO)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5660 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	05/01/1983
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 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](#).