



National Transportation Safety Board Aviation Accident Final Report

Location:	CLARKSVILLE, AR	Accident Number:	FTW82DA207
Date & Time:	06/01/1982, 1240 CDT	Registration:	N67650
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT REPORTED THAT AFTER LANDING AT OZARK, AR, NO FUEL WAS AVAILABLE. THEREFORE, HE PROCEEDED TO OBTAIN FUEL AT CLARKSVILLE, AR, A DISTANCE OF ABOUT 15 MILES. AFTER TAKEOFF, HE ENCOUNTERED MODERATE TURBULENCE, LEVELED AT ABOUT 600 FT, AND REDUCED POWER IN ORDER TO REDUCE THE BOUNCING. HE THEN PREOCCUPIED HIMSELF WITH LOCATING CLARKSVILLE AND THE AIRPORT ON THE SECTIONAL CHART. AS HE WAS DOING THIS, HE FELT THE AIRCRAFT SINK. FULL POWER WAS APPLIED, BUT THE SINK CONTINUED. SUBSEQUENTLY, THE AIRCRAFT STRUCK TRANSMISSION LINES WHICH THE PILOT HAD NOT SEEN PRIOR TO IMPACT. AFTER HITTING THE LINES, A FORCED LANDING WAS MADE ON A HIGHWAY MEDIAN WHERE THE NOSE GEAR SHEARED OFF. THE PILOT STATED THAT THIS WAS THE FIRST TIME HE HAD FLOWN OVER MOUNTAINOUS TERRAIN AND IN ITS ASSOCIATED TURBULENCE.

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 OBJECT
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - TURBULENCE,CLEAR AIR
2. (F) WEATHER CONDITION - DOWNDRAFT
3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. (F) OBJECT - WIRE,TRANSMISSION
7. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
8. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

9. LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	72, 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 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/29/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	231 hours (Total, all aircraft), 77 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N67650
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	15281962
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1675 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	842 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	ALFRED E. MILLOT	Rated Power:	110 hp
Operator:	ALFRED E. MILLOT	Operating Certificate(s) Held:	

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:	1240	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	78° C / 0° C
Precipitation and Obscuration:			
Departure Point:	OZARK, AR	Type of Flight Plan Filed:	None
Destination:	TERRE HAUTE, IN	Type of Clearance:	None
Departure Time:	1230	Type of Airspace:	

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):	Report Date:	06/01/1983
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

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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](#).