



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	PINE BLUFF, AR	<b>Accident Number:</b>	FTW83LA007
<b>Date &amp; Time:</b>	10/01/1982, 1810 CDT	<b>Registration:</b>	N8119F
<b>Aircraft:</b>	CESSNA 150F	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

THE STUDENT PILOT HAD MADE SEVERAL TOUCH-AND-GO LANDINGS ON THE SAME RUNWAY. HE STATED HIS LAST APPROACH AND TOUCHDOWN WERE NORMAL. REPORTEDLY, THE NOSE GEAR COLLAPSED DURING THE LANDING ROLL. THE AIRCRAFT WENT OFF THE LEFT SIDE OF THE RUNWAY AND FLIPPED OVER. PRIOR TO THIS FLIGHT, THE STUDENT HAD NOT FLOWN WITHIN THE PRECEEDING 90 DAYS.

## Probable Cause

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

## Findings

Occurrence #1: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
6. (F) QUALIFICATION - PILOT IN COMMAND

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	10 hours (Total, all aircraft), 10 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8119F
<b>Model/Series:</b>	150F 150F	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MCCALED EASLEY AND P.A. STALLI	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	75° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PINE BLUFF, AR (PBF)	<b>Destination:</b>	PINE BLUFF, AR (PBF)

## Airport Information

<b>Airport:</b>	GRIDER FIELD (PBF)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	8000 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC):

Adopted Date: 10/01/1983

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](mailto:pubinq@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 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.