



National Transportation Safety Board Aviation Accident Factual Report

Location:	Crossville, TN	Accident Number:	ATL05CA092
Date & Time:	06/03/2005, 1430 CDT	Registration:	N1202V
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

On June 3, 2005, at 1430 central daylight time, a Cessna 172K, N1202V, registered to and operated by a private pilot collided with the ground during an in-flight encounter with weather. The personal flight was conducted under the provision of Title 14 CFR Part 91 with no flight plan filed. Instrument meteorological conditions prevailed at the time of the accident. The airplane was substantially damaged, and the pilot reported minor injuries. The flight departed Scott Municipal Airport, Oneida, Tennessee on June 3, 2005 at 1400.

According to the pilot, when he departed his departure airport for his short cross-country flight he requested to fly VFR on top due to the low visibility. On arrival to his destination airport there was a cloud layer over the airport. He looked for an opening in the clouds so that he could begin his descent. He saw an opening and initiated his final descent to his destination airport. During the descent through the clouds the pilot encountered instrument meteorological conditions. The pilot initiated a 180-degree turn in 0-visibility, became disorientated, and the airplane collided with trees. The pilot did not report any flight control or mechanical anomalies prior to the accident.

Examination of the wreckage site revealed the downed airplane was located at an elevation 2627 feet on the side of a mountain in Frozen Head State Park. Post accident examination of the airplane revealed the nose of the airplane was crush and distorted aft. Post accident examination of the cabin section revealed it was crushed. Post accident examination the fuselage and empennage sections revealed they were buckled. The horizontal and vertical stabilizers were separated from the fuselage. The left wing was separated from the wing root, and was buckled and distorted aft. The aileron and flap were still attached to the left wing assembly. Post examination of the right wing assembly revealed that the carry through and wing assembly was separated from the fuselage. The right wing revealed leading edge accordion crush damage. The flap and aileron were still connected to the wing assembly. Post examination of the engine revealed valve train continuity was established. The nearest weather reporting facility Crossville Memorial Airport reported: scattered clouds at 1000 feet, overcast at 1700 feet, and seven miles visibility.

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	08/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	900 hours (Total, all aircraft), 900 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1202V
Model/Series:	172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	R1722138
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	STUDEBAKER LOWELL G	Rated Power:	300 hp
Operator:	STUDEBAKER LOWELL G	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	CSV, 1881 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	1430 CDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Scattered / 1000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 1700 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	21° C / 17° C
Precipitation and Obscuration:	Light - Mist		
Departure Point:	ONEIDA, TN (SCX)	Type of Flight Plan Filed:	None
Destination:	MADISONVILLE, TN (MNV)	Type of Clearance:	
Departure Time:	1400 CDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.995000, -84.805556

Administrative Information

Investigator In Charge (IIC):	Eric h Alleyne
Additional Participating Persons:	Bruce Bolton; Nashville FSDO; Nashville, TN
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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/ .