



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| 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 | | |

Analysis

According to the pilot, when he departed his departure airport for his short cross-country flight he requested to fly visual flight rules on top due to the low visibility. Upon arriving at the destination airport, the pilot discovered that there was a cloud layer over the airport. He looked for an opening in the clouds so that he could begin his descent. During the descent through the clouds the pilot encountered instrument meteorological conditions. As the flight descended through the clouds, the airplane collided with the ground. The pilot did not report any flight control or mechanical anomalies prior to the accident. The nearest weather reporting facility Crossville Memorial Airport reported: scattered clouds at 1000 feet, overcast at 1700 feet, and seven miles visibility.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continued VFR flight into IMC conditions which resulted in an in-flight collision with trees. A related factor was the clouds.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT

Findings

1. (F) WEATHER CONDITION - CLOUDS
 2. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - NORMAL

Findings

3. OBJECT - TREE(S)

Factual Information

Pilot Information

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|----------------------------------|---|--|----------------------------|
| 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

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| 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

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|----------------------------------|-------------------------|---|-------------------|
| 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

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|---------------------|---------|----------------------|-----------------------|
| 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

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | Eric h Alleyne | Report Date: | 06/28/2006 |
| Additional Participating Persons: | Bruce Bolton; Nashville FSDO; Nashville, TN | | |
| Publish Date: | | | |
| 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/ . | | |

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](#).