



National Transportation Safety Board Aviation Accident Final Report

Location:	FRANKLINTON, LA	Accident Number:	FTW82FRD10
Date & Time:	05/05/1982, 1430 CDT	Registration:	N73013
Aircraft:	CESSNA 207	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PASSENGER STATED THAT AFTER SHARP TURNS AT LOW ALTITUDE OVER A FARM HOUSE THEY DID A ROLL & WERE TOO LOW TO RECOVER PRIOR TO STRIKING TREES. THE ACFT CAME TO REST INVERTED IN A 4-5 FT DEEP FARM POND. THE AUTOPSY REPORT SHOWS THE PLT'S DEATH BY ASPHYXIA DUE TO DROWNING. THE PASSENGER ALSO STATED THEY HAD ALSO FLOWN LOW OVER A BEACH & PERFORMED A ROLL ENROUTE FROM PINE BLUFF.

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: MANEUVERING

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) AEROBATICS - PERFORMED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/29/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4020 hours (Total, all aircraft), 4020 hours (Total, this make and model), 4020 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N73013
Model/Series:	207 207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	20700554
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	88 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1134 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F
Registered Owner:	ASTRO AIRWAYS CORPORATION	Rated Power:	280 hp
Operator:	ASTRO AIRWAYS CORPORATION	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:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	84° C / 0° C
Precipitation and Obscuration:			
Departure Point:	PINE BLUFF, AR	Type of Flight Plan Filed:	None
Destination:	NEW ORLEANS, LA	Type of Clearance:	None
Departure Time:	1230	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

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

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](#).