



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | MENA, AR | Accident Number: | MKC84FA077 |
| Date & Time: | 02/15/1984, 1656 CST | Registration: | N6815Z |
| Aircraft: | CESSNA 414A | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Fatal |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

ACFT CLEARED FOR MENA NDB APCH AND TO MAINTAIN 5000 FT MSL UNTIL ESTABLISHED ON THE APCH. ACFT DESCENDED TO 4800 FT MSL ON APRX GRND TRACK OF 040 TO 030 DEG AFTER NDB PASSAGE. ACFT THEN TURNED TO A GROUND TRACK OF 116 DEG. AFTER 12 SECONDS THE ACFT TURNED TO A GROUND TRACK OF 350 DEG DURING WHICH THE GROUND SPEED DECREASED TO 93 KTS. THE ACFT DESCENDED TO 4600 FT MSL WITH GROUND SPEED INCREASING TO 140 KTS. N6815Z REPORTED 'WE'VE BROKEN BELOW - WILL CANCEL IN JUST A MOMENT.' RADAR CONTACT WAS LOST WITH THE ACFT DESCENDING TO 3000 FT MSL ON A HEADING OF 304 DEG. THE WRECKAGE WAS FOUND 6 MILES NW OF THE ARPT AT AN ELEV OF 2000 FT MSL. THE OUTBOUND APCH HEADING IS 080 DEG WITH PROCEDURE TURN HEADING OF 125 DEG AND 305 DEG. REPORTED WINDS ALOFT AT 5000 FT MSL, 4000 FT MSL AND 3000 FT MSL WERE 191 DEG AT 34 KTS, 169 DEG AT 30 KTS AND 151 DEG AT 32 KTS RESPECTIVELY.

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: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
2. (F) MINIMUM DESCENT ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
3. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (F) WEATHER CONDITION - LOW CEILING
6. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

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|----------------------------------|--|-------------------------------|------------|
| Certificate: | Airline Transport; Flight Instructor; Commercial | Age: | 62, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine | Toxicology Performed: | Yes |
| Medical Certification: | Class 1 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 01/10/1984 |
| Occupational Pilot: | Last Flight Review or Equivalent: | | |
| Flight Time: | 10100 hours (Total, all aircraft), 27 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N6815Z |
| Model/Series: | 414A 414A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 414A0648 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 8 |
| Date/Type of Last Inspection: | 06/30/1983, Annual | Certified Max Gross Wt.: | 6350 lbs |
| Time Since Last Inspection: | 77 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | 411 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | TSIO-520-NB |
| Registered Owner: | WIRT DAVIS III | Rated Power: | 300 hp |
| Operator: | WIRT DAVIS III | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|------------------------|---|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | FTS, 469 ft msl | Distance from Accident Site: | 42 Nautical Miles |
| Observation Time: | 1646 CST | Direction from Accident Site: | 350° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | Overcast / 2200 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 12 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 110° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 16° C / 12° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | ADDISON, TX (ADS) | Type of Flight Plan Filed: | IFR |
| Destination: | MENA, AR (M39) | Type of Clearance: | IFR |
| Departure Time: | 1600 CST | Type of Airspace: | Class G |

Airport Information

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|----------------------|-------------------------------|---------------------------|---------|
| Airport: | MENA INTERMOUNTAIN REG. (M39) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 2 ft | Runway Surface Condition: | Wet |
| Runway Used: | 00 | IFR Approach: | ADF/NDB |
| Runway Length/Width: | 5000 ft / 75 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-------------|
| Crew Injuries: | 2 Fatal | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Fatal | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | JAMES A WALL | Report Date: | |
| 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 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 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](#).