



Aviation Investigation Final Report

Location:	DEWITT, Arkansas	Accident Number:	FTW92FA045
Date & Time:	December 13, 1991, 20:07 Local	Registration:	N6012C
Aircraft:	BEECH C23	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE IMPACTED IN AN OPEN FIELD ABOUT 1/2 MILE SOUTHEAST OF THE AIRPORT IN A LEFT WING LOW, NOSE LOW ATTITUDE. A GROUND WITNESS, WHO WAS A PILOT, STATED THAT HE HEARD THE AIRPLANE'S ENGINE ACCELERATE AND ENTER A LEFT TURN JUST PRIOR TO IMPACT. THE WITNESS LIVED ABOUT 200 YARDS FROM WHERE IMPACT OCCURRED. THE AIRPORT WHERE THE ACCIDENT OCCURRED WAS ABOUT TEN MILES SOUTH OF THE PILOT'S INTENDED DESTINATION. THE WEATHER AND LIGHT CONDITIONS AT THE TIME WERE THICK FOG WITH ABOUT 1/8 MILE VISIBILITY AND DARK NIGHT. DURING THE WEATHER BRIEFING THE NON-INSTRUMENT RATED PRIVATE PILOT WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED AND THAT SHE SHOULD CALL BACK PRIOR TO DEPARTURE. THE PILOT DID NOT CALL BACK. THE PILOT HAD A TOTAL OF 14 HOURS NIGHT TIME AND 3 HOURS SIMULATED INSTRUMENT TIME. IT WAS NOT DETERMINED IF THE PILOT HAD LANDED AT THE ACCIDENT AIRPORT OR IF SHE HAD JUST MADE A LOW PASS. TOTAL ETE FOR THE FLIGHT WOULD HAVE BEEN ABOUT 47 MINUTES. TOTAL ELAPSED TIME FROM TAKEOFF TO THE ACCIDENT WAS 1 HOUR AND 42 MINUTES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S ATTEMPT TO LAND IN IMC CONDITIONS AND HER SUBSEQUENT LOSS OF CONTROL DURING CLIMB OUT DUE TO SPATIAL DISORIENTATION. A FACTOR WAS THE PILOT'S DISREGARD OF THE PRE-FLIGHT WEATHER BRIEFING.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CLIMB

Findings

1. WEATHER CONDITION - FOG
2. LANDED AT WRONG AIRPORT - ATTEMPTED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
5. (F) FLIGHT ADVISORIES - DISREGARDED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CLIMB

Findings

6. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	20,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 27, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	105 hours (Total, all aircraft), 4 hours (Total, this make and model), 41 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6012C
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	M-2098
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 11, 1991 Continuous airworthiness	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5364 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	CENTRAL FLYING SERVICE, INC.	Rated Power:	180 Horsepower
Operator:	CENTRAL FLYING SERVICE, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	ARCADEPLPHIA , AR (M89)	Type of Flight Plan Filed:	None
Destination:	ALMYRA , AR (M73)	Type of Clearance:	None
Departure Time:	18:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	DEWITT MUNI 5M1	Runway Surface Type:	Asphalt
Airport Elevation:	190 ft msl	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	
Runway Length/Width:	3200 ft / 60 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	4 Fatal	Latitude, Longitude:	34.280838,-91.329963(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	JEFFERY LASHBROOK; LITTLE ROCK , AR
Original Publish Date:	April 23, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18346

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).