



Aviation Investigation Final Report

Location:	POYEN, Arkansas	Accident Number:	FTW82DA305
Date & Time:	July 23, 1982, 19:30 Local	Registration:	N5637F
Aircraft:	ALON A2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AS THE PILOT APPROACHED HIS DESTINATION, MALVERNE, AR, HE DESCENDED INTO HAZY CONDITIONS UNDER A CLOUD LAYER. AS HE CONTINUED, HE MISTOOK POYEN, AR FOR MALVERNE. HE WAS UNABLE TO FIND THE AIRPORT AND ELECTED TO MAKE A PRECAUTIONARY LANDING BEFORE DARK. HE STATED THAT HE DID NOT WANT TO RUN OUT OF FUEL AND THEN HAVE TO MAKE AN EMERGENCY LANDING AT NIGHT. WHILE LANDING ON A DIRT ROAD IN A PASTURE, THE NOSE GEAR COLLAPSED WHEN THE AIRCRAFT HIT A TREE STUMP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT

Findings

1. (F) WEATHER CONDITION - CLOUDS
 2. (F) WEATHER CONDITION - HAZE/SMOKE
 3. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) LIGHT CONDITION - DUSK
 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 6. (F) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 7. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

8. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 25, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	130 hours (Total, all aircraft), 120 hours (Total, this make and model), 91 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ALON	Registration:	N5637F
Model/Series:	A2 A2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	A-237
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	686 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	C90-16F
Registered Owner:	PERRY D. ROBERTS	Rated Power:	90 Horsepower
Operator:	PERRY D. ROBERTS	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	19:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	7 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	85°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	DALLAS , TX	Type of Flight Plan Filed:	None
Destination:	MALVERNE , AR	Type of Clearance:	None
Departure Time:	17:15 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry,Rough
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.320846,-92.640579(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 23, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72303>

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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](#).