



# Aviation Investigation Final Report

<b>Location:</b>	LOMAX, Illinois	<b>Accident Number:</b>	CHI94LA246
<b>Date &amp; Time:</b>	July 27, 1994, 16:07 Local	<b>Registration:</b>	N9409A
<b>Aircraft:</b>	CESSNA 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT REPORTED HE AND HIS PILOT-RATED PASSENGER WERE FLYING ALONG THE MISSISSIPPI RIVER WHEN THE AIRPLANE STRUCK AN UNSEEN AND UNMARKED POWER LINE. THE AIRPLANE SUBSEQUENTLY WENT INTO THE RIVER, AND THE PILOT AND PASSENGER WERE RESCUED BY BOATERS. ACCORDING TO A POLICE OFFICER WHO INTERVIEWED THE PILOT AND PASSENGER JUST AFTER THE ACCIDENT, THEY SAID THEY WERE JUST FLYING ALONG THE RIVER, WAVING AT PEOPLE AND HAVING FUN. A POWER COMPANY REPRESENTATIVE SAID THE HEIGHT OF THE TWO POLES WHICH SUPPORTED THE POWER LINE WAS ABOUT 60'; HE SAID THE HEIGHT OF THE WIRE WHICH THE AIRPLANE STRUCK WAS APPROXIMATELY 45-50'.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain clearance from a transmission wire, and the pilot's failure to maintain an appropriate altitude. A factor associated with the accident is the transmission wire.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: CRUISE

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) ALTITUDE - IMPROPER - PILOT IN COMMAND
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On July 27, 1994, about 1607 central daylight time, a Cessna 140 airplane, N9409A, sustained substantial damage when it collided with a transmission wire and then fell into the Mississippi River near Lomax, Illinois. The Airline Transport certificated pilot and pilot-rated passenger aboard received minor injuries. The flight operated under 14 CFR Part 91 in visual meteorological conditions.

The pilot reported that he and the airplane owner/passenger had departed Grove, Oklahoma about 1230 en route to Moline, Illinois. While flying along the Mississippi River, the airplane collided with unseen and unmarked power lines. The airplane subsequently went into the river, and the pilot and passenger exited the airplane and were picked up by a boater.

According to the State Trooper who interviewed the pilots shortly after the accident, they said words to the effect that they were flying along the river, just having fun and waving at people when they struck the wire. A power company representative said the height of the two power poles supporting the power line was approximately 60 feet; he said the height of the power line the airplane struck was approximately 45-50 feet.

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 24, 1993
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5200 hours (Total, all aircraft), 50 hours (Total, this make and model), 1840 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9409A
<b>Model/Series:</b>	140 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15230
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 20, 1993 Annual	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	48 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	15544 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	C-90-14F
<b>Registered Owner:</b>	MARTIN R. CLARKE	<b>Rated Power:</b>	90 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft AGL	<b>Visibility</b>	75 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	27°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GROVE , OK (1H7)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	MOLINE , IL (MOL)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	40.670101,-91.069923(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	La belle, James
<b>Additional Participating Persons:</b>	RUSSELL E ATKINS; SPRINGFIELD , IL
<b>Original Publish Date:</b>	January 25, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=9610">https://data.ntsb.gov/Docket?ProjectID=9610</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).