



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Lakeview, Arkansas	Accident Number:	CEN18LA274
Date & Time:	July 11, 2018, 20:30 Local	Registration:	N50183
Aircraft:	Cessna 150	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot reported that after takeoff from the grass airstrip, the left wing impacted a tree branch. He overcorrected from the impact and stalled the airplane. The airplane impacted a grass clearing and came to rest inverted near trees, which resulted in substantial damage to the fuselage, both wings, and the empennage.

Although his blood alcohol level was not tested after the accident, the student pilot stated that he drank alcohol during the afternoon of the flight. In addition, he admitted to taking baclofen and bupropion, which are both potentially impairing medications that carry specific warnings about increased impairing effects when used in combination with alcohol.

It is likely the pilot was impaired by his use of a combination of alcohol, baclofen, and bupropion and that these effects likely increased his willingness to fly while impaired and prevented him from safely taking off.

Probable Cause and Findings

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

The student pilot's impairment by alcohol and multiple medications, which led to his failure to maintain obstacle clearance during takeoff and the subsequent exceedance of the airplane's critical angle of attack, which resulted in an aerodynamic stall and impact with terrain.

Findings

Personnel issues	Monitoring environment - Student/instructed pilot
Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Angle of attack - Capability exceeded
Aircraft	Directional control - Not attained/maintained
Personnel issues	Use of medication/drugs - Student/instructed pilot
Personnel issues	Use of alcohol - Student/instructed pilot
Personnel issues	Alcohol - Student/instructed pilot
Personnel issues	Prescription medication - Student/instructed pilot
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Prior to flight	Medical event
Takeoff	Collision during takeoff/land (Defining event)
Takeoff	Attempted remediation/recovery
Takeoff	Loss of control in flight
Takeoff	Aerodynamic stall/spin
Takeoff	Collision with terr/obj (non-CFIT)

On July 11, 2018, about 2030 central daylight time, a Cessna 150H, N50183, sustained substantial damage when it was involved in an accident near Lakeview, Arkansas. The student pilot sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The student pilot reported that after takeoff from the grass airstrip at the resort, the left wing impacted a tree branch. The student pilot overcorrected from the impact and aerodynamically stalled the airplane. The airplane impacted a grass clearing and came to rest inverted near trees. The student pilot was extracted from the wreckage and transported via an air ambulance helicopter to a hospital for medical treatment.

The student pilot did not report any preimpact mechanical malfunctions or failures with the airframe and engine that would have precluded normal operation. The airplane sustained substantial damage to the fuselage, both wings, and the empennage.

A witness reported that prior to the accident, she observed the student pilot with a white cup and the student pilot reported to the witness that the cup had a margarita in it. She further reported that she observed him about three times at the resort with two cups "every time." The student pilot invited the witness for a ride in his airplane, but she declined. About five minutes later, she heard the accident and she observed "all the cups" at the accident site. Local law enforcement found liquid believed to be alcohol in a white cup in the wreckage.

The student pilot had reported no chronic medical conditions and only the use of finasteride to the Federal Aviation Administration. After the accident, he reported to his health care providers that he had muscle spasms, major depression, hypertension, and was taking baclofen, bupropion, a combination tablet of lisinopril and hydrochlorothiazide, as well as finasteride to treat these conditions. In addition, he admitted that he drank alcohol during the afternoon before the flight. The student pilot refused a blood draw from law enforcement and no clinical toxicology test was performed.

The student pilot did not submit the National Transportation Safety Board Pilot/Operator Aircraft Accident/Incident Report Form 6120.1.

Student pilot Information

Certificate:	Student	Age:	38,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 19, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 110 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N50183
Model/Series:	150 H	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15069114
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1601 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-200 Series
Registered Owner:		Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBPK, 928 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	01:53 Local	Direction from Accident Site:	74°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	31°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeview, AR (3M0)	Type of Flight Plan Filed:	None
Destination:	Lakeview, AR (3M0)	Type of Clearance:	None
Departure Time:	20:28 Local	Type of Airspace:	Class G

Airport Information

Airport:	Gastons 3M0	Runway Surface Type:	Grass/turf
Airport Elevation:	479 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3200 ft / 55 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	36.348888,-92.555831(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Danny Brickey; FAA Little Rock FSDO; Little Rock, AR Kurt Gibson; Continental Motors ; Mobile, AL
Original Publish Date:	September 14, 2020
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97801

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](#).