



Aviation Investigation Final Report

Location:	Siloam Springs, Arkansas	Accident Number:	CEN23LA271
Date & Time:	June 29, 2023, 22:09 Local	Registration:	N739GU
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while on final approach at night, he impacted power lines he did not see about 1.5 miles from the approach end of the runway. The airplane sustained substantial damage to the rudder, left wing, and left flap. The pilot reported there were no mechanical malfunctions or failures that would have precluded normal operation.

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 power lines while on final approach to land.

Findings

Personnel issues	Monitoring environment - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained
Environmental issues	Wire - Awareness of condition

Factual Information

History of Flight

Approach	Controlled flight into terr/obj (CFIT) (Defining event)
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Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Instrument airplane	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	July 19, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 6, 2021
Flight Time:	966 hours (Total, all aircraft), 962 hours (Total, this make and model), 814 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N739GU
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17270639
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 1, 2022 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6500 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KFYV, 1237 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	21:53 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	27°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fayetteville, AR (FYV)	Type of Flight Plan Filed:	VFR
Destination:	Siloam Springs, AR (SLG)	Type of Clearance:	VFR flight following
Departure Time:	21:25 Local	Type of Airspace:	Class G

Airport Information

Airport:	Smith Field SLG	Runway Surface Type:	Asphalt
Airport Elevation:	1191 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4997 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	36.11, -94.29

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Thomas Farago; FAA; Little Rock, AR
Original Publish Date:	October 17, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192500

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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](#).