

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN22LA024

EXAMINATION SUMMARY

October 11, 2023

TABLE OF CONTENTS

A. ACCIDENT.....	3
B. EXAMINATION SUMMARY	3
C. SUMMARY	3

A. ACCIDENT

Location: Forrest City, Arkansas
Date: 10/31/2021
Time: 0937 local
Airplane: Cessna 150L, N6713G

B. EXAMINATION SUMMARY

Investigator in Charge	Alexander Lemishko NTSB Denver, Colorado
FAA Inspector	Shane Benedetto FAA Little Rock, Arkansas
Party Member	Peter Basile Textron/Cessna Wichita, Kansas

C. SUMMARY

An aircraft examination was conducted by Textron aircraft. This is a summary of the findings.

On October 31, 2021, about 0937 central daylight time, a Cessna 150L airplane, N6713G, was substantially damaged when it was involved in an accident near Forrest City, Arkansas. The private pilot was fatally injured, and the passenger sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the passenger, there were no issues found with the airplane during the preflight inspection and that the airplane was running well. When the airplane touched down on runway 36, the pilot pushed the yoke forward to lower the nose landing gear to the runway surface. After the nose landing gear touched down the airplane veered to the left and exited the runway surface. The pilot asked the passenger if he was on the rudder pedals, to which the passenger stated that he was not. The airplane struck a fence and came to rest upright. The passenger observed the pilot outside of the airplane near the right main landing gear. According to the passenger, the pilot never liked wearing his seat restraints. The passenger, seated in the left seat, was wearing the installed 3-point restraint system. The right seat pilot was not wearing the installed restraint system and was ejected from the aircraft.

Wheel mark impressions were visible in the grass beginning next to the runway. The main wheel marks continued through the grass for about 650 ft to the accident site. The grass area alongside the runway was about 120 ft wide between the runway and the airport perimeter fence. The wheel marks in the grass gradually curved to the left for about 100 ft before they began to curve back to the right as the aircraft began to roll nearly parallel to the airport perimeter fence.

About 400 ft from the point where the airplane left the runway, the main wheel marks could be seen in the grass, but the nose wheel mark was no longer visible. A series of deep gouges in the grass were observed. The tail tie down hook was found packed with mud and grass.

Flight control continuity was established from the ailerons to the control column. Elevator control continuity was established from the forward spar to the control surfaces. Examination of the airframe and engine revealed no evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation of the airplane, however, postaccident examination of the airplane revealed that the airplane was in poor mechanical condition.

The aft elevator bellcrank was severely corroded and the bearing exhibited a rough or ratchet type movement. An insect nest was observed inside the separated aileron fragment. The rudder stop-bolts and associated hardware appeared to be the original size and were severely corroded. The elevator trim actuator chain remained engaged on the actuator sprocket. The chain appeared dry and corroded. There did not appear to be fresh grease on any chains, pulleys, or hinges.

The airplane paint was faded and peeling. Bird feces covered the airframe and engine, and insect nests were found in the cabin, wings, and tail cone. All exposed hardware on the aircraft was severely corroded. There did not appear to be grease or oily residue on any chains, pulleys, or hinges.

Examination of the main landing gears and associated brake assemblies did not reveal any pre-impact anomalies.

The airplane logbooks were not provided for examination. Also, pilot logbooks were not provided or available.

Submitted by:

Alexander Lemishko
NTSB IIC