

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN23FA258

FLIGHT TRACK DATA SUMMARY

ACCIDENT

Date: June 26, 2023
Time: 0805 central daylight time
Location: Hot Springs, Arkansas
Airplane: Cessna 177
Registration: N3138T

ACCIDENT SYNOPSIS

On June 26, 2023, about 0805 central daylight time (CDT), a Cessna 177 airplane, N3138T, was substantially damaged during an accident near Hot Springs, Arkansas. The pilot was fatally injured, and the passenger sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations (CFR)* Part 91 personal cross-country flight.

FLIGHT SUMMARY

According to the passenger, the pilot had recently purchased the airplane, and they were flying it to their homebase near Elizabethtown, Kentucky. The cross-country flight began from Las Cruces International Airport (LRU), Las Cruces, New Mexico, after a new interior was installed.

According to Harris OpsVue flight track data, on June 25, 2023, about 1435 (all times referenced as CDT), the cross-country flight departed LRU with the intended destination of Avenger Field Airport (SWW), Sweetwater, Texas. The flight landed at SWW about 1753 after being airborne for at least 3.3 hours.

According to Harris OpsVue flight track data, on June 25, 2023, about 1849, the airplane departed SWW enroute to Memorial Field Airport (HOT), Hot Springs, Arkansas, as the intended destination. However, due to adverse weather that developed near HOT while enroute, the pilot diverted to J Lynn Helms Sevier County Airport (DEQ), De Queen, Arkansas. The flight landed at DEQ about 2143, after being airborne at least 2.9 hours. The pilot and passenger overnighted in De Queen, Arkansas, before continuing onto HOT the following morning.

According to FAA ADS-B flight track data, on June 26, 2023, at 0724:36, the flight was on initial climb from runway 8 at DEQ. The airplane continued the climb to a final cruise altitude between 6,000 and 6,500 ft mean sea level (msl). According to recorded audio transmissions on the common traffic advisory frequency (CTAF) at HOT, at 0759:59, the pilot transmitted that the airplane was about 10 miles from the

airport and that he intended to make a full stop landing on runway 23. At that time, the airplane was approaching HOT from the southwest, as depicted in figure 1.

At 0802:15, the pilot transmitted on the CTAF that the airplane was "low on fuel" and that he intended to land on runway 5. At that time, the airplane was about 3,700 ft msl and 5.3 statute miles (sm) west-southwest of the runway 5 threshold at HOT.

At 0804:35, the pilot transmitted, "... engine out, coming in runway five, engine out." At that time, the airplane was about 1,100 ft msl, or about 600 ft above the runway 5 threshold elevation, and 1.8 sm west-southwest of the runway. Airplane performance calculations using ADS-B flight track data indicated that the airplane's calibrated airspeed was about 63 mph when the pilot transmitted that the airplane had a loss of engine power, as depicted in figure 2.

At 0805:27, the final recorded ADS-B track point was about 600 ft msl (200 ft above ground level) and 0.8 sm from the runway 5 threshold. The airplane was about 0.16 sm west-southwest of the point-of-impact with the lake. Airplane performance calculations using ADS-B track data indicated that the airplane was at a calibrated airspeed of about 61 mph, descending about 450 feet per minute (fpm), and was nearly wings level, as depicted in figure 2 and figure 3.

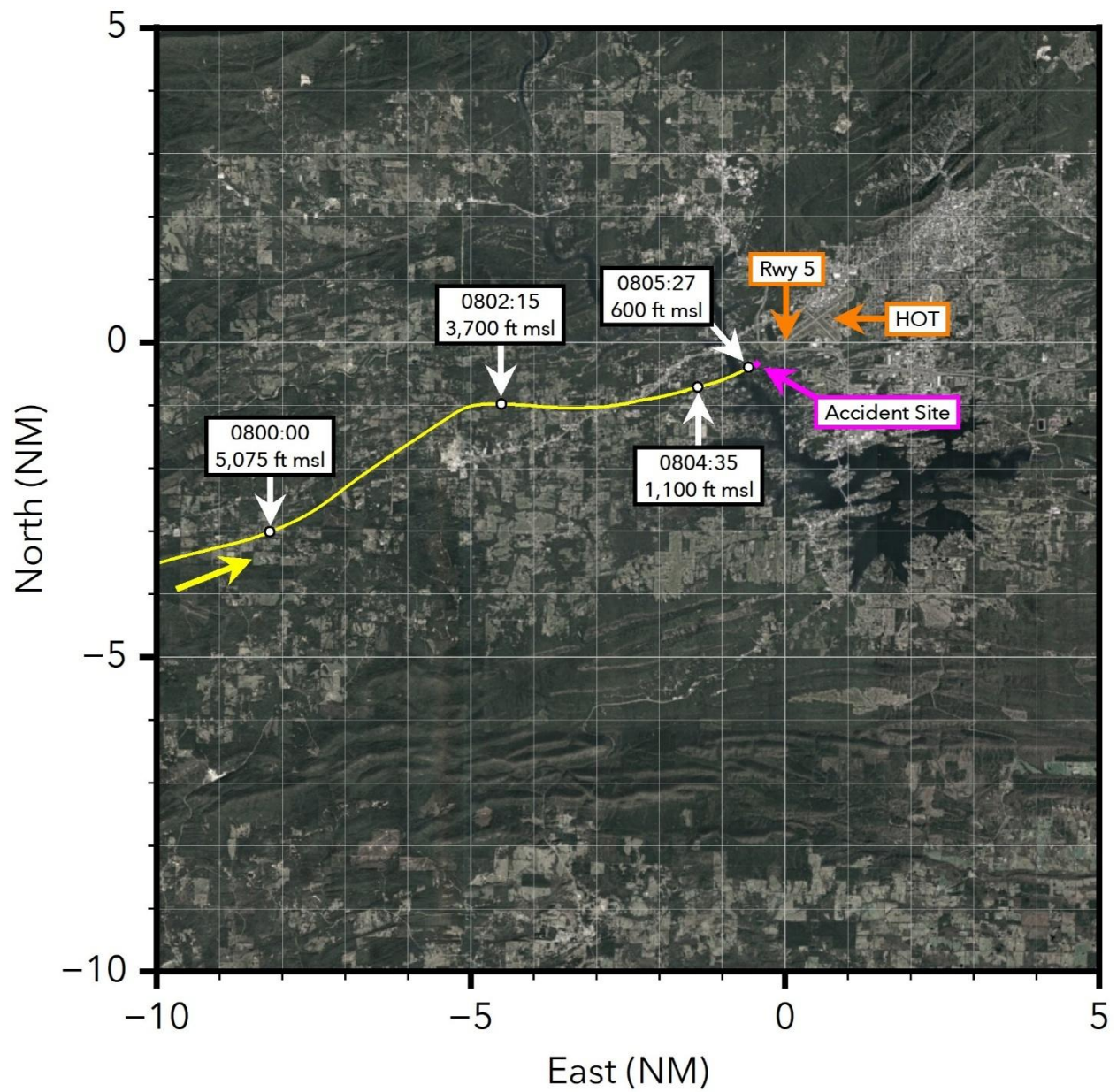


Figure 1. Plot of airplane flight track data.

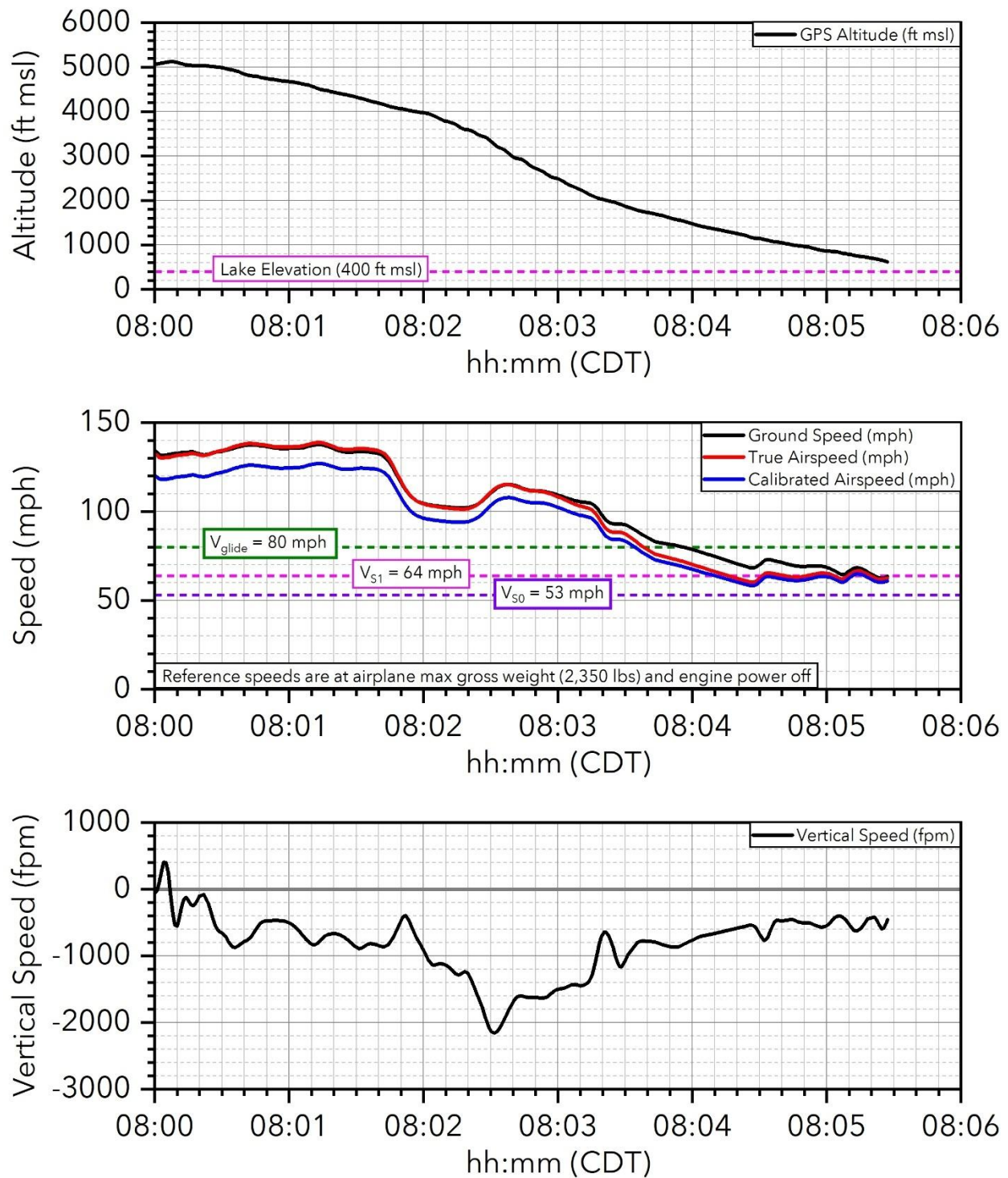


Figure 2. Plots of airplane altitude, ground speed, true airspeed, calibrated airspeed, and vertical speed.

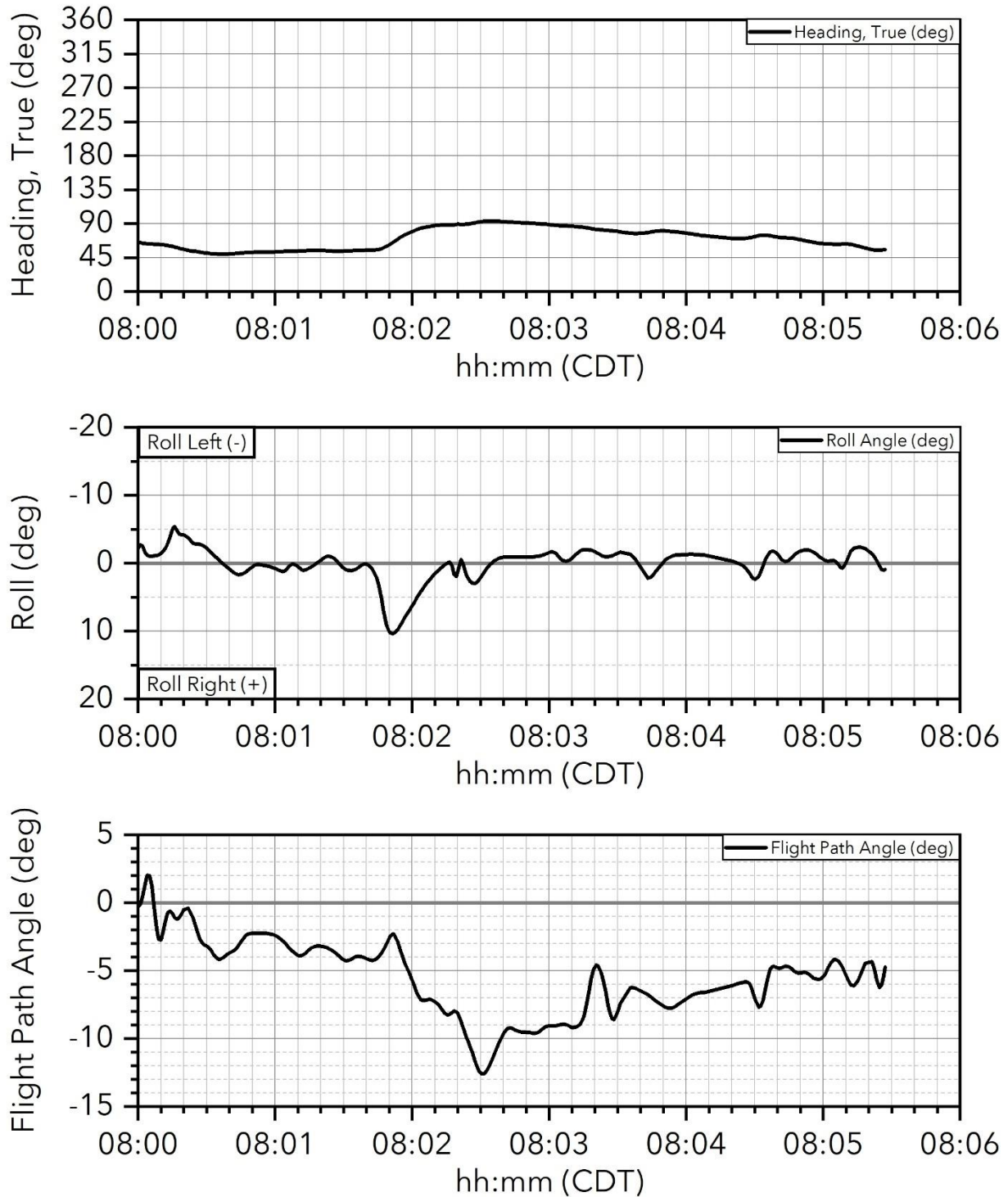


Figure 3. Plots of airplane heading, roll angle, and flight path angle.