



National Transportation Safety Board Aviation Accident Data Summary

Location:	JONES, LA	Accident Number:	FTW96FA368
Date & Time:	09/01/1996, 2105 CDT	Registration:	N8380G
Aircraft:	Cessna 150F	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Before flight, the non-instrument rated pilot received a weather briefing and was advised that 'VFR was not recommended' due to IFR conditions along the route. The airplane was observed to takeoff on runway 34, then it disappeared into the fog. At about 2105, residents in the vicinity of the accident site (about 18 miles from the departure point) heard 'the steady engine sound of a low flying airplane followed by the sound of impact.' A search was initiated, and the airplane was found where it had impacted the ground in an estimated 25 degree descent. Ground visibility at the site was reported to be 'less than 50 feet in heavy wet fog.' Examination of the aircraft and engine at the accident site did not disclose any mechanical problems or evidence of preimpact malfunction.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: VFR flight into instrument meteorological conditions (VMC), and failure of the pilot (PIC) to maintain control of the airplane after becoming spatially disorientation. Factors relating to the accident were: darkness, the adverse weather condition (fog and obscuration), and the pilot's lack of instrument experience.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - OBSCURATION
4. (C) VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE

Findings

5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
7. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Commercial	Age:	24
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	680 hours (Total, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8380G
Model/Series:	150F 150F	Engines:	1 Reciprocating
Operator:	JOHN EDWARD HAYS SR.	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	Obscured / 0 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 40°
Temperature:	21° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	BASTROP, LA (2F8)	Destination:	GREENVILLE, MS (GLH)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA	Adopted Date:	04/29/1997
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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