



National Transportation Safety Board Aviation Accident Final Report

Location:	BROWNTOWN, WI	Accident Number:	CHI92FA119
Date & Time:	04/01/1992, 1117 CST	Registration:	N3884R
Aircraft:	CESSNA 172H	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT HAD BEEN PLANNING TO TAKE HIS LONG SOLO CROSS COUNTRY FLIGHT FOR A NUMBER OF DAYS. ON THE ACCIDENT DATE THE STUDENT OBTAINED A COMPUTER WEATHER BRIEFING. THE WEATHER FOR THE ROUTE OF FLIGHT WAS FORECASTED TO HAVE A CHANCE OF SNOW SHOWERS. WEATHER AT THE DEPARTURE AIRPORT WAS LIGHT SNOW SHOWERS DURING THE TIME OF THE BRIEFING AND PREDEPARTURE DISCUSSION THE STUDENT HAD WITH HIS INSTRUCTOR. THE STUDENT DEPARTED ON THE SOLO CROSS COUNTRY FLIGHT DURING VERY LIGHT SNOW SHOWERS. APPROXIMATELY 8 TO 10 MINUTES AFTER THE STUDENT DEPARTED ON HIS FLIGHT, THE INSTRUCTOR CALLED HIM ON THE RADIO. THE INSTRUCTOR ASKED THE STUDENT HOW THE WEATHER WAS. THE STUDENT REPLIED THE VISIBILITY WAS THREE MILES. SHORTLY AFTER THIS CONVERSATION THE STUDENT CALLED THE AIRPORT AND STATED HE WAS LOST AND HAVING DIFFICULTY. THE AIRPORT MANAGER, A NON-PILOT, TOLD THE STUDENT TO MAKE A 180 DEGREE TURN AND RETURN TO THE AIRPORT. A GROUND WITNESS STATED HE HEARD AN AIRPLANE FLY OVER HEAD TWO TIMES DURING VERY HEAVY SNOW SHOWERS. DURING THE SECOND PASS THE WITNESS STATED HE HEARD A VACILLATING ENGINE SOUND AND A LOUD CRASH SOUND. THE WRECKAGE WAS LOCATED APPROXIMATELY 30 MINUTES AFTER THE WITNESS HEARD THE ENGINE SOUNDS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: SPATIAL DISORIENTATION AND THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE. FACTORS ASSOCIATED WITH THIS ACCIDENT WERE THE SNOW CONDITIONS, AN INADEQUATE WEATHER EVALUATION BY BOTH THE STUDENT AND INSTRUCTOR, OVER CONFIDENCE IN PERSONAL ABILITY, INADEQUATE REMEDIAL ACTION, VFR FLIGHT INTO IMC CONDITIONS, AND LACK OF TOTAL EXPERIENCE ON BEHALF OF THE PILOT.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - SNOW
2. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (F) WEATHER EVALUATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
5. (F) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

6. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
8. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
10. (F) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	30, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/14/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	32 hours (Total, all aircraft), 9 hours (Total, this make and model), 12 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3884R
Model/Series:	172H 172H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	172-55384
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/07/1991, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	27 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3331 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-300-D
Registered Owner:	BARRY F. HEISER	Rated Power:	145 hp
Operator:	PAUL M. MOE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 800 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1 °C
Precipitation and Obscuration:			
Departure Point:	MONROE, WI (C33)	Type of Flight Plan Filed:	None
Destination:	ROCHESTER, MN (RST)	Type of Clearance:	None
Departure Time:	1055 CST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Frank S Gattolin	Report Date:	07/29/1993
Additional Participating Persons:	HAROLD EUBANKS; MILWAUKEE, WI CLAUDE UNDERWOOD; WICHITA, KS		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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/ .		

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](#).