



National Transportation Safety Board Aviation Accident Data Summary

Location:	BROWNTOWN, WI	Accident Number:	CHI92FA119
Date & Time:	04/01/1992, 1117 CST	Registration:	N3884R
Aircraft:	CESSNA 172H	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

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

Pilot Information

Certificate:	Student	Age:	30
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	PAUL M. MOE	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-300-D
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	Overcast / 800 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:	-1 °C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	MONROE, WI (C33)	Destination:	ROCHESTER, MN (RST)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	Frank S Gattolin	Adopted Date:	07/29/1993
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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