



National Transportation Safety Board Aviation Accident Factual Report

Location:	BEAUMONT, TX	Accident Number:	FTW00LA023
Date & Time:	11/01/1999, 1630 CST	Registration:	N7833X
Aircraft:	Cessna 172B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

On November 1, 1999, at 1630 central standard time, a Cessna 172B airplane, N7833X, was substantially damaged when it impacted trees and terrain during a forced landing near Beaumont, Texas. The certified flight instructor and student pilot were not injured. The airplane was registered to an operated by a private individual. Visual meteorological conditions prevailed for the 14 Code of Federal Regulations Part 91 instructional flight and a flight plan was not filed. The local flight originated from the Beaumont Municipal Airport, Beaumont, Texas, at 1500.

According to the flight instructor, he visually confirmed that each wing fuel tank was 1/2 full during the preflight inspection. He estimated that he had approximately 2 hours of flying time based on the quantity of fuel in the tanks. The airplane departed and flew approximately one hour before returning to the airport. The student was executing touch-and-go landings on runway 31, and during the fourth takeoff/climb, as the airplane turned cross-wind, the engine began to "sputter." The flight instructor assumed control of the airplane and turned the airplane toward runway 13. The airplane had overflowed 1/2 the length of the 3,601-foot runway when the instructor advanced the throttle to see if the engine would respond. The engine responded, and the instructor initiated a climb, intending to initiate another approach. The instructor turned the airplane back toward runway 31, and simultaneously, the engine "sputtered" and lost total power. The instructor executed a forced landing to a field. While on short final to the field, the airplane's wings struck trees, and the airplane contacted the ground. The airplane came to rest upright, 0.5 miles from the approach end of runway 31. The instructor stated that he visually checked the fuel tanks after the accident, and there "appeared to be little fuel in both tanks."

The FAA inspector, who examined the airplane, reported that both wing spars were structurally damaged. He added that the fuel tanks contained "residual fuel only."

Pilot Information

Certificate:	Flight Instructor	Age:	, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/29/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	445 hours (Total, all aircraft), 146 hours (Total, this make and model), 345 hours (Pilot In Command, all aircraft), 207 hours (Last 90 days, all aircraft), 98 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7833X
Model/Series:	172B 172B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17248333
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/05/1999, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2290 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:	DONALD LEWIS	Rated Power:	145 hp
Operator:	DONALD LEWIS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BPT, 15 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1418 CST	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 4800 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 5500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21° C / 11° C
Precipitation and Obscuration:			
Departure Point:	(BMT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1500 CST	Type of Airspace:	Class D

Airport Information

Airport:	BEAUMONT MUNICIPAL (BMT)	Runway Surface Type:	Asphalt
Airport Elevation:	32 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3601 ft / 75 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGIA R SNYDER
Additional Participating Persons:	JAMES R WATSON; HOUSTON, TX
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/ .