



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HAMMOND, LA	<b>Accident Number:</b>	FTW90LA049
<b>Date &amp; Time:</b>	01/04/1990, 0335 CST	<b>Registration:</b>	N3531S
<b>Aircraft:</b>	CESSNA 172E	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE STUDENT PILOT RECEIVED TWO WEATHER BRIEFINGS DURING WHICH HE WAS TOLD AT FIRST THAT HIS ROUTE OF FLIGHT WAS MARGINAL VFR AND LATER THAT IT HAD GONE IFR. IN BOTH CASES, HE WAS TOLD THAT VFR WAS NOT RECOMMENDED. IN A POST-ACCIDENT INTERVIEW THE PILOT STATED THAT MARGINAL WEATHER DID NOT BOTHER HIM AND THAT HE KNEW 'HOW TO FLY IN THE CLOUDS'. ABOUT 2:10 AFTER DEPARTURE, THE PILOT CONTACTED NEW ORLEANS APPROACH CONTROL AND REQUESTED ASSISTANCE IN GETTING TO HIS DESTINATION AIRPORT. HE WAS TOLD THAT ALL OF THE AIRPORTS IN THE AREA WERE IFR. DURING THE NEXT 1:38 CONTROLLER ATTEMPTED TO VECTOR THE PILOT TO AIRPORTS IN THE AREA IN ATTEMPTS TO GET THE AIRPLANE DOWN. ANOTHER AIRPLANE ASSISTED IN THESE EFFORTS, BUT IN EACH CASE, THE PILOT WAS UNABLE TO LOCATE THE AIRPORTS DUE TO THE THICK UNDERCAST CONDITIONS. WHILE BEING VECTORED FOR AN ILS, THE PILOT REPORTED THAT HIS ENGINE QUIT DUE TO FUEL EXHAUSTION. HE WAS UNABLE TO GLIDE TO THE AIRPORT AND CRASHED INTO TREES ABOUT 8 MILES SHORT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT IN COMMAND'S INITIATION AND CONTINUATION OF THE FLIGHT INTO AN AREA OF KNOWN IMC WEATHER CONDITIONS AND HIS SUBSEQUENT INABILITY TO LAND PRIOR TO RUNNING OUT OF FUEL. CONTRIBUTING FACTORS TO THE ACCIDENT WERE THE PILOT'S FAILURE TO EXERCISE GOOD JUDGEMENT AND HIS DISREGARD FOR THE FEDERAL AIR REGULATIONS.

## Findings

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

### Findings

1. WEATHER CONDITION - FOG
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. (C) PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
5. WEATHER CONDITION - OBSCURATION
6. WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS

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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

### Findings

7. SINGLE ENGINE AIRCRAFT
8. (C) FLUID,FUEL - EXHAUSTION
9. (F) JUDGMENT - IMPROPER - PILOT IN COMMAND

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Occurrence #3: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

10. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Unknown	<b>Last FAA Medical Exam:</b>	09/19/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	67 hours (Total, all aircraft), 20 hours (Total, this make and model), 24 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3531S
<b>Model/Series:</b>	172E 172E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17250731
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-300
<b>Registered Owner:</b>	DAWE, JOHN R.	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	DAWE, JOHN R.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BTR, 70 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	0250 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16° C / 16° C
Precipitation and Obscuration:			
Departure Point:	TUSCALOOSA, AL (TCL)	Type of Flight Plan Filed:	None
Destination:	NEW ORLEANS, LA (NEW)	Type of Clearance:	None
Departure Time:	2345 CST	Type of Airspace:	Airport Advisory Area

## Airport Information

Airport:	HAMMOND MUNI (OR9)	Runway Surface Type:	Asphalt
Airport Elevation:	44 ft	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	ILS
Runway Length/Width:	5001 ft / 150 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	09/15/1992
Additional Participating Persons:	LOU SMITH; BATON ROUGE, LA		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).