



National Transportation Safety Board Aviation Accident Data Summary

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| Location: | HAMMOND, LA | Accident Number: | FTW90LA049 |
| Date & Time: | 01/04/1990, 0335 CST | Registration: | N3531S |
| Aircraft: | CESSNA 172E | Injuries: | 2 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

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

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

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

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

Occurrence #3: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

- 10. OBJECT - TREE(S)

Pilot Information

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|----------------------------------|---|------------------------------|------|
| Certificate: | Student | Age: | 34 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 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

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N3531S |
| Model/Series: | 172E 172E | Engines: | 1 Reciprocating |
| Operator: | DAWE, JOHN R. | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-300 |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|-----------------------|-------------------------------------|-----------------------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Night/Dark |
| Observation Facility, Elevation: | BTR, 70 ft msl | Weather Information Source: | Unknown |
| Lowest Ceiling: | Obscured / 0 ft agl | Wind Speed/Gusts, Direction: | 6 knots / , 140° |
| Temperature: | 16° C | Visibility | 0 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | TUSCALOOSA, AL (TCL) | Destination: | NEW ORLEANS, LA (NEW) |

Airport Information

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|----------------------|--------------------|---------------------------|---------|
| Airport: | HAMMOND MUNI (OR9) | Runway Surface Type: | Asphalt |
| Runway Used: | 18 | Runway Surface Condition: | Wet |
| Runway Length/Width: | 5001 ft / 150 ft | | |

Wreckage and Impact Information

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|---------------------|---------|---------------------|-----------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): WARREN V WANDEL Adopted Date: 09/15/1992

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 pubinquiry@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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