



National Transportation Safety Board Aviation Accident Data Summary

Location:	WARSAW, NC	Accident Number:	ATL85FA106
Date & Time:	03/01/1985, 1540 EST	Registration:	N757FP
Aircraft:	CESSNA 152	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

LOW TIME, NON-INSTRUMENT RATED PLT DELAYED DEPARTURE BECAUSE OF UNEXPECTED DETERIORATION OF WEATHER. FSS BRIEFER ADVISED WX WOULD IMPROVE, BETTER TOWARD DESTINATION ARPT. WX CONDITIONS CONTINUED TO WORSEN AFTER BRIEFING, WORSE THAN FCST. PLT DEPARTED 3 HRS AFTER BRIEFING WITHOUT GETTING UPDATE. MADE LEFT 180 DEGREE TURN AFTER TKOF, DEPARTED ARPT TO THE SW. OBSERVED TURNING RT TO WEST, CONTINUED TO NORTH BEFORE STRIKING TREES IN HIGH SPEED. WITNESSES AT ARPT AND NEAR ACCIDENT SITE DESCRIBED 100-300 FT CEILING, VISIBILITY 1 MILE OR LESS WITH DRIZZLE AND FOG. PLT HAD NO ACTUAL INSTRUMENT EXPERIENCE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER FORECAST - INACCURATE - NWS PERSONNEL
3. (F) WEATHER CONDITION - FOG
4. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. (F) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
6. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

7. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	31
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	77 hours (Total, all aircraft), 57 hours (Total, this make and model), 52 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N757FP
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	LUMBERTON AVIATION, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	O-235
Flight Conducted Under:	Part 91: General Aviation - Business		

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 / 200 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / ,
Temperature:	9°C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	KENANSVILLE, NC (DPL)	Destination:	LUMBERTON, NC (LBT)

Airport Information

Airport:	P.B. RAIFORD (DPL)	Runway Surface Type:	Asphalt
Runway Used:	4	Runway Surface Condition:	Wet
Runway Length/Width:	3700 ft / 75 ft		

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): JOHN B DRAKE

Adopted 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 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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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.