



National Transportation Safety Board Aviation Accident Data Summary

Location:	ARCADIA, LA	Accident Number:	FTW86FA023
Date & Time:	11/02/1985, 1247 CST	Registration:	N93527
Aircraft:	CESSNA 152	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE INSTRUMENT FLIGHT INSTRUCTOR AND STUDENT EXPERIENCED A DIRECTIONAL GYRO FAILURE. THEY COVERED THE INSTRUMENT AND REQUESTED A RETURN TO THEIR DEPARTURE POINT. THE AIRCRAFT WAS NOT EQUIPPED TO FLY THE PUBLISHED APPROACH. THEY REQUESTED A DESCENT TO AN ALTITUDE BELOW THE BASE OF THE CONTROLLER'S RADAR, AND DISAPPEARED SHORTLY AFTER. THE AIRCRAFT IMPACTED TALL TREES IN RAINSHOWER. WITNESSES REPORTED THAT CLOUD BASE WAS AT TREE TOP LEVEL. INSTRUMENTS REQUIRED FOR PARTIAL PANEL FLIGHT WERE FUNCTIONAL. NO OTHER DISCREPANCIES WERE NOTED.

Probable Cause

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - FAILURE,TOTAL
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND(CFI)
3. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND(CFI)
4. (C) NOT PERFORMED - PILOT IN COMMAND(CFI)
5. (C) ARTCC SERVICE - DISREGARDED - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - NORMAL

Findings

6. (F) OBJECT - TREE(S)
7. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
8. (C) ATC CLEARANCE - DISREGARDED - PILOT IN COMMAND(CFI)
9. (C) SELF-INDUCED PRESSURE - PILOT IN COMMAND(CFI)
10. (F) WEATHER CONDITION - LOW CEILING
11. (C) VISUAL/AURAL DETECTION - PILOT IN COMMAND(CFI)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	21
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	550 hours (Total, all aircraft), 313 hours (Total, this make and model), 416 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N93527
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	LOUISIANA TECH UNIVERSITY	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
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:	MLU, 79 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 2300 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 10°
Temperature:	14° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	RUSTON, LA (RSN)	Destination:	HOUSTON, TX (IAW)

Wreckage and Impact Information

Crew Injuries:	2 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):	JEAN H DAUGHERTY	Adopted Date:	
Investigation Docket:	NTSB accident and incident docket 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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the

accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.