



National Transportation Safety Board Aviation Accident Data Summary

Location:	COLLEGE STATION, TX	Accident Number:	FTW84FA125
Date & Time:	02/02/1984, 2024 CST	Registration:	N93401
Aircraft:	CESSNA 152	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT HAD RECEIVED A TELEPHONE WX BRIEFING AT 1610 & AN IN-PERSON WX BRIEFING AT 1932, ABOUT 45 MIN BEFORE TAKEOFF. THE LOCAL WX DETERIORATED CONSIDERABLY BETWEEN THE LAST BRIEFING & THE TIME OF THE ACCIDENT. THE ACFT DEPARTED AT 2016, & AT 2024 THE ACFT IMPACTED IN A GRAVEL QUARRY IN A 90 DEG NOSE DOWN ATTITUDE. THE ACCIDENT LOCATION WAS ABOUT 800 YDS WNW OF THE COLLEGE STATION VORTAC, 3 MI WEST OF COLLEGE STATION. AN ARRIVING PLT REPORTED THAT HE OBSERVED A SOLID CLOUD/DECK FROM 1 MI EAST OF THE VORTAC EXTENDING WESTWARD WITH GROUND FOG THROUGHOUT THE REST OF THE AREA. THERE WERE NO ENTRIES IN THE PLT'S LOGBOOK FOR THE 90 DAYS PRECEDING THE ACCIDENT. THE INCREASED FOG WAS DUE TO A LOCAL UNFORCAST CONDITION ATTRIBUTED TO 'RIVER EFFECT' FROM THE BRAZOS RIVER.

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: CLIMB

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - OBSCURATION
5. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
6. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Findings

7. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
9. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
10. (F) LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

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

Pilot Information

Certificate:	Private	Age:	22
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	121 hours (Total, all aircraft), 51 hours (Total, this make and model), 92 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N93401
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	ACE AVIATION	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Night/Dark
Observation Facility, Elevation:	CLL, 319 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 290°
Temperature:	13°C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	SAN MARCOS, TX (T98)

Airport Information

Airport:	EASTERWOOD FLD (CLL)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	5160 ft / 150 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): WARREN V WANDEL

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/>.

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.