



National Transportation Safety Board Aviation Accident Final Report

Location:	BASTROP, LA	Accident Number:	FTW85LA062
Date & Time:	12/01/1984, 1000 CST	Registration:	N7327M
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

PLT STATED THAT ON PREFLIGHT A SMALL AMOUNT OF WATER WAS DRAINED FROM EACH WING TANK. ALSO, THE MAIN FUEL STRAINER WAS DRAINED AND FUEL TANKS WERE TOPPED OFF (17 GALS ADDED). AT ABOUT 500 FT AGL ON INITIAL CLIMB, THE ENGINE QUIT AND RESTART ATTEMPTS WERE UNSUCCESSFUL. A FORCED LANDING WAS EXECUTED IN A PLOWED FIELD. THE REASON FOR ENGINE FAILURE WAS REPORTED TO BE WATER IN THE FUEL.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FUEL SYSTEM - WATER

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) AIRPORT/FACILITIES - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Expired	Last FAA Medical Exam:	05/22/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	100 hours (Total, all aircraft), 75 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7327M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	55627
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/01/1983, Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2780 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GO-300-A
Registered Owner:	BOBBY D. MCLEOD	Rated Power:	175 hp
Operator:	BOBBY D. MCLEOD	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MLU, 79 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1000 CST	Direction from Accident Site:	200°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16° C / 5° C
Precipitation and Obscuration:			
Departure Point:	BASTROP, LA (2F8)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0100 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
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):	ARMOND V EDWARDS	Report Date:	
Additional Participating Persons:	RICHARD 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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).