National Transportation Safety Board Washington, DC 20594

Printed on: 8/4/2013 7:51:54 AM

Brief of Accident

Adopted 11/03/1993

BFO93FA061

File No. 537 03/27/1993 REVERE, PA Aircraft Reg No. N761XA Time (Local): 19:15 EST Make/Model: Cessna / A152 Fatal Serious Minor/None Engine Make/Model: Lycoming / O-235-L2C Crew 0 1 0 Aircraft Damage: Destroyed Pass 0 0 0 Number of Engines: 1 Operating Certificate(s): None Type of Flight Operation: Instructional Reg. Flight Conducted Under: Part 91: General Aviation Last Depart. Point: LANCASTER, PA Condition of Light: Night/Dark Destination: PITTSTOWN, NJ Weather Info Src: Weather Observation Facility Airport Proximity: Off Airport/Airstrip Basic Weather: Instrument Conditions Lowest Ceiling: 9500 Ft. AGL, Overcast Visibility: 7.00 SM Wind Dir/Speed: 080 / 008 Kts Temperature (°C): 11 Precip/Obscuration: Pilot-in-Command Age: 17 Flight Time (Hours) Certificate(s)/Rating(s) Total All Aircraft: 75 Student Last 90 Days: 17 Total Make/Model: 75 Total Instrument Time: UnK/Nr Instrument Ratings None

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

THE STUDENT PILOT WAS RETURNING AT NIGHT ON THE LAST LEG OF HER LONG SOLO CROSS COUNTRY. ACCORDING TO THE FAA, THE PILOT DEPARTED LANCASTER AIRPORT AT 1758 EST AND HAD RECEIVED A PREFLIGHT BRIEFING THAT INDICATED FLIGHT PRECAUTIONS FOR IFR CONDITIONS. THE INSTRUCTOR REPORTED THAT THE ORIGINAL TRIP PLANNED BY THE STUDENT WAS CANCELLED DUE TO IFR CONDITIONS ON THAT ROUTE. SHE CHANGED HER ROUTE AND AS INSTRUCTED, SHE CALLED HIM FROM LANCASTER AND REPORTED HER LOCATION. SHE ALSO ADVISED HIM THAT THE WEATHER WAS VFR FOR HER RETURN TRIP. THE INSTRUCTOR STATED THAT HE TOLD THE STUDENT THAT IF ANY UNCERTAINTY EXISTED ONCE SHE BECAME AIRBORNE, SHE SHOULD LAND. RADAR DATA OBTAINED FROM THE FAA SHOWED THE AIRPLANE AT 900 FEET MAKING SEVERAL TURNS. ACCORDING TO WITNESSES THE AIRPLANE WAS SEEN THROUGH THE FOG AND DRIZZLE CIRCLING THE AREA. THE AIRPLANE COLLIDED WITH TREES IN A HEAVILY WOODED AREA AND THEN BECAME INVERTED. EXAMINATION OF THE AIRPLANE DID NOT DISCLOSE EVIDENCE OF MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

BFO93FA061

File No. 537 03/27/1993 REVERE, PA Aircraft Reg No. N761XA Time (Local): 19:15 EST

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH

Findings

- 1. (F) WEATHER CONDITION FOG
- 2. (F) WEATHER CONDITION DRIZZLE/MIST
- 3. (F) LIGHT CONDITION DARK NIGHT
- 4. (C) SUPERVISION INADEQUATE PILOT IN COMMAND(CFI)
- 5. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- 6. (F) LACK OF TOTAL EXPERIENCE PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH

Findings

7. OBJECT - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

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

THE CFI FAILED TO ADEQUATELY SUPERVISE THE OPERATION. RELATED FACTORS WERE DARK NIGHT, LOST/DISORIENTATION OF THE PILOT, AND HER LACK OF EXPERIENCE IN TYPE OF OPERATION (NIGHT FLYING).