



Aviation Investigation Final Report

Location:	LEESVILLE, Louisiana	Accident Number:	FTW94LA109
Date & Time:	March 20, 1994, 17:40 Local	Registration:	N6537E
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT EXPERIENCED A LOSS OF ENGINE POWER IN CRUISE. FOLLOWING THE LOSS OF ENGINE POWER THE PILOT ATTEMPTED TO LAND ON A ROAD, BUT HE WAS UNABLE TO DO SO. THE PILOT WAS ABLE TO LAND ON AN OPEN FIELD; HOWEVER, IT SLOPED LEFT TO RIGHT APPROXIMATELY 15 DEGREES. DURING THE LANDING ROLL THE LEFT WING DRUG ALONG THE GROUND, CAUSING THE AIRCRAFT TO TURN LEFT 10 DEGREES. THE AIRCRAFT ENTERED A BASEBALL BATTING CAGE WHERE IT STOPPED AGAINST THE BACKSTOP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR A FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. OBJECT - FENCE

Factual Information

On March 20, 1994, at 1740 central standard time, a Cessna 175, N6537E, was substantially damaged during a forced landing near Leesville, Louisiana. The private pilot was not injured. Visual meteorological conditions prevailed for the personal local area flight.

In an interview with a Federal Aviation Administration inspector, the pilot stated that during cruise flight the engine stopped abruptly. He further stated that he attempted a forced landing to a highway, but could not make it. He landed in a field that sloped left to right approximately 15 degrees and during the landing roll the left wing drug along the ground and the aircraft turned left approximately 10 degrees. As the aircraft proceeded across the terrain it entered a baseball batting cage and was arrested by the mesh fence of the backstop.

An inspection of the aircraft revealed damage to the nose section and both wing spars. No anomalies could be found that contributed to the loss of engine power.

Numerous attempts to obtain a Pilot/Operator Report, NTSB Form 6120.1/2, were unsuccessful.

The aircraft was released to the owner.

Pilot Information

Certificate:	Private	Age:	38, 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:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 24, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	308 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6537E
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	56037
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 23, 1994 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	31 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1476 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GO-300-A
Registered Owner:	PLUSH, ROBBY D	Rated Power:	175 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	POE ,10 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	28°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	31.129358,-93.269996(est)

Administrative Information

Investigator In Charge (IIC):	Ellis, Matthew
Additional Participating Persons:	WALTER S GOODLAND; BATON ROUGE , LA
Original Publish Date:	November 14, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19019

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).