



National Transportation Safety Board Aviation Accident Final Report

Location:	NAPPANEE, IN	Accident Number:	CHI95LA208
Date & Time:	07/01/1995, 1150 CDT	Registration:	N13734
Aircraft:	CESSNA 177B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT DEPARTED WITH THE FUEL GAUGES INDICATING 1/2 FULL. HE MADE ONE FULL STOP LANDING BUT DID NOT REFUEL. AFTER EXECUTING A PRACTICE APPROACH AND MISSED APPROACH PROCEDURE ON HIS RETURN TRIP, THE ENGINE SPUTTERED. HE DECIDED TO SHUT THE ENGINE DOWN AND MAKE A FORCED LANDING. HE HAD BEEN FLYING FOR ABOUT TWO HOURS. HE LANDED IN A BEAN FIELD, BUT DUE TO THE RECENT RAINS THE GROUND WAS SOFT. THE NOSE WHEEL DUG INTO THE GROUND AND THE AIRCRAFT FLIPPED OVER ONTO ITS BACK. DURING THE INSPECTION OF THE AIRPLANE, BOTH WING TANK SUMPS WERE DRAINED AND EACH HAD ABOUT 1/3 CUP OF FUEL REMAINING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to do adequate preflight planning and failure to refuel when he had the opportunity. A factor in the accident was the soft field due to recent rains.

Findings

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - SOFT

Factual Information

On July 1, 1995, at 1150 central daylight time, a Cessna 177B, N13734, sustained substantial damage during a forced landing due to loss of engine power near Nappanee, Indiana. The private pilot reported no injury. The 14 CFR Part 91 flight departed Rochester, Indiana, enroute to Mishawaka, Indiana. Visual meteorological conditions prevailed and no flight plan was filed.

In his written statements and phone conversations, the pilot reported that he had departed Mishawaka with the fuel gauges indicating 1/2 full. He landed at Rochester, Indiana, but did not refuel before returning to Mishawaka. While returning, he executed a practice approach and missed approach at Goshen, Indiana. As he was proceeding to the Goshen VOR (GHS) for the missed approach procedure, the engine sputtered and he shut the engine down. He had been flying for about two hours when this occurred.

He then picked out a field and proceeded with the forced landing. He touched down in a bean field that he had picked out as his landing spot. Due to the recent rains the ground was soft. After traveling about 200 feet, the nose wheel dug into the dirt and the airplane to flipped over onto its back.

During the inspection of the airplane, both wing tank sumps were drained and each contained about 1/3 cup of fuel.

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/28/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	892 hours (Total, all aircraft), 474 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N13734
Model/Series:	177B 177B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17702463
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	03/11/1995, Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1848 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360
Registered Owner:	ALEX J. NAGY III	Rated Power:	180 hp
Operator:	ALEX J. NAGY III	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	145°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:			
Departure Point:	ROCHESTER, IN (RCR)	Type of Flight Plan Filed:	None
Destination:	MISHAWAKA, IN (3CI)	Type of Clearance:	VFR
Departure Time:	1000 CDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): JAMES P SILLIMAN **Report Date:** 09/24/1995

Additional Participating Persons: BILL RENKEN; SOUTH BEND, IN

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).