



National Transportation Safety Board Aviation Accident Final Report

Location:	VICTORIA, MS	Accident Number:	MIA96LA199
Date & Time:	08/01/1996, 1308 CDT	Registration:	N737DK
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated he was in cruise flight at 4,000 feet in radio contact with Memphis Tower, when the engine quit. He informed Memphis Tower that he had run out of gas. He made a forced landing to an open field. The airplane collided with trees on final approach, nosed over, and came to rest inverted. The left and right fuel tanks were not ruptured. About 1 1/2 gallons of fuel was present in the right fuel tank, and about 3 quarts of fuel was present in the left fuel tank.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management resulting in a total loss of engine power due to fuel exhaustion.

Findings

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

Findings

1. FLUID,FUEL - EXHAUSTION
2. (C) FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. OBJECT - TREE(S)

Factual Information

On August 1, 1996, about 1308 central daylight time, a Cessna 172N, N737DK, registered to Dayton Aviation Inc., leased by Air Venture Flying Club, operating as a 14 CFR Part 91 personal flight, experienced a loss of engine power in cruise flight in the vicinity of Victoria, Mississippi, and crashed. Visual meteorological conditions prevailed and a visual rules flight plan was filed. The airplane sustained substantial damage, and the pilot reported minor injuries. The flight originated from Columbia, Mississippi, 2 hours 26 minutes before the accident.

The pilot stated he initially departed New Orleans, Louisiana, en route for Olive Branch, Mississippi, and diverted into Columbia, Mississippi due to weather. He obtained a weather briefing and departed for his destination airport. He was in cruise flight at 4,000 feet, in contact with Memphis tower, when the engine quit. He informed Memphis tower that he had run out of gas. He made a forced landing to an open field. The airplane collided with trees on the final approach, nosed over, and came to rest inverted.

Examination of the airframe, flight controls, and engine assembly revealed no evidence of a precrash mechanical failure or malfunction. The left and right fuel tanks were not ruptured. About 1 1/2 gallons of fuel was drained from the right fuel tank, and about 3 quarts of fuel was drained from the left fuel tank.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	09/28/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	963 hours (Total, all aircraft), 400 hours (Total, this make and model), 963 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N737DK
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17269336
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/22/1996, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	24 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3221 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-H2AD
Registered Owner:	ALLEN LEASING COMPANY	Rated Power:	
Operator:	AIR VENTURE FLYING CLUB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MEM, 332 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1330 CDT	Direction from Accident Site:	309°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29° C / 18° C
Precipitation and Obscuration:			
Departure Point:	COLUMBIA, MS (ORO)	Type of Flight Plan Filed:	VFR
Destination:	OLIVE BRANCH, MS (OLV)	Type of Clearance:	VFR
Departure Time:	1042 CDT	Type of Airspace:	Class D

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): CARROL A SMITH **Report Date:** 02/18/1997

Additional Participating Persons: CHARLES W WHITTINGTON; JACKSON, MS

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](#).