



National Transportation Safety Board Aviation Accident Final Report

Location:	FARMINGTON, MO	Accident Number:	CHI90LA254
Date & Time:	09/01/1990, 0800 CDT	Registration:	N29490
Aircraft:	CESSNA 177	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE AIRPLANE WAS ON A CROSS COUNTRY FLIGHT WHEN ITS ENGINE CEASED TO RUN AFTER 4 HOURS AND 30 MINUTES. THE AIRPLANE DESCENDED FROM ALTITUDE AND WAS SUBSTANTIALLY DAMAGED DURING THE FORCED LANDING INTO A FIELD. INSPECTION OF THE UNDAMAGED FUEL TANKS REVEALED BOTH COMPLETELY EMPTY. THE AIRPLANES HOURLY RANGE, FOR THE ALTITUDE FLOWN, WOULD BE BETWEEN 7.2 AND 6.3 HOURS DEPENDING UPON WETHER THE FUEL TANKS WERE FILLED TO THE TOP OR UP TO THE BOTTOM OF THE FUEL TANK FILLER NECK. FUEL TANK FILLER CAP GASKETS WERE FOUND MODERATELY DETERIORATED AND LEAKED SMALL AMOUNTS OF FUEL WHEN THE WING TANKS CONTAINED FUEL AND WERE INVERTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION DUE TO UNKNOWN REASONS.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - OPEN FIELD
4. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	23, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/28/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	761 hours (Total, all aircraft), 44 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N29490
Model/Series:	177 177	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	17700923
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:		Rated Power:	150 hp
Operator:	NEAL SCOTT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GCI, 342 ft msl	Distance from Accident Site:	53 Nautical Miles
Observation Time:	0715 CDT	Direction from Accident Site:	305°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	ARDMORE, OK (1FO)	Type of Flight Plan Filed:	VFR
Destination:	MT. VERNON, IL (MVN)	Type of Clearance:	None
Departure Time:	0315 CDT	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	FRANK S GATTOLIN	Report Date:	11/09/1992
Additional Participating Persons:			
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/ .		

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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](#).