



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WOODVILLE, MS	<b>Accident Number:</b>	MIA89LA238
<b>Date &amp; Time:</b>	09/01/1989, 2211 CDT	<b>Registration:</b>	N2921X
<b>Aircraft:</b>	CESSNA 177	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT ESTIMATED HE HAD 32 GAL OF FUEL ON BOARD WHEN HE TOOK OFF. HE THOUGHT HE HAD SUFFICIENT FUEL FOR THE FLT, BUT AFTER 3 HRS & 5 MIN, THE ENG LOST POWER FROM FUEL EXHAUSTION. THE PLT WAS ABLE TO MAKE A NIGHT LANDING AT A NEARBY ARPT. HOWEVER, DURING THE LANDING, THE AIRPLANE OVERRAN THE RUNWAY & COLLIDED WITH A DITCH.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION, DUE TO AN INADEQUATE SUPPLY OF FUEL. FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS AND THE DITCH.

## Findings

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

### Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

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Occurrence #3: OVERRUN  
Phase of Operation: LANDING - ROLL

### Findings

4. (F) LIGHT CONDITION - DARK NIGHT

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Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

5. (F) TERRAIN CONDITION - DITCH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/13/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	361 hours (Total, all aircraft), 59 hours (Total, this make and model), 269 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2921X
<b>Model/Series:</b>	177 177	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	177-00321
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	04/12/1989, Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1785 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E20
<b>Registered Owner:</b>	JOHN T WALDO	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	WALDO, JOHN T.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MCB, 413 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	2154 CDT	Direction from Accident Site:	70°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26 °C / 22 °C
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX (T17)	Type of Flight Plan Filed:	VFR
Destination:	BROOKHAVEN, MS (1R7)	Type of Clearance:	None
Departure Time:	1905 CDT	Type of Airspace:	Class E

## Airport Information

Airport:	FRED NETTERVILLE (MS57)	Runway Surface Type:	Asphalt
Airport Elevation:	120 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3000 ft / 30 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	09/05/1991
Additional Participating Persons:	GERALD DOZIER; 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).