



National Transportation Safety Board Aviation Accident Data Summary

Location:	WOODVILLE, MS	Accident Number:	MIA89LA238
Date & Time:	09/01/1989, 2211 CDT	Registration:	N2921X
Aircraft:	CESSNA 177	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

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

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

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

Findings

4. (F) LIGHT CONDITION - DARK NIGHT

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

Findings

5. (F) TERRAIN CONDITION - DITCH

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N2921X
Model/Series:	177 177	Engines:	1 Reciprocating
Operator:	WALDO, JOHN T.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E20
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MCB, 413 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	26 °C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX (T17)	Destination:	BROOKHAVEN, MS (1R7)

Airport Information

Airport:	FRED NETTERVILLE (MS57)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	3000 ft / 30 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JEFFREY L KENNEDY

Adopted Date: 09/05/1991

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.