



National Transportation Safety Board Aviation Accident Final Report

Location:	PORT ARANSAS, TX	Accident Number:	FTW83LA215
Date & Time:	05/01/1983, 2050 CDT	Registration:	N34581
Aircraft:	CESSNA 177B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A WX BRIEFING, THE NON-INSTRUMENT RATED PLT WAS TOLD TO EXPECT NO SIGNIFICANT EN ROUTE WX, BUT WAS ADVISED OF LOWER CEILINGS ALONG THE COASTLINE, LATER THAT NIGHT. THERE WERE NO RECORDS OF EN ROUTE WX BRIEFINGS. WHEN THE ACFT WAS ABOUT 40 MI NORTHWEST OF THE DESTINATION, THE PLT CONTACTED CORPUS CHRISTI APCH CONTROL & WAS ADVISED OF IFR WX IN THE VICINITY. HE REQUESTED & WAS PROVIDED RADAR VECTORS TO HIS DESTINATION, BUT WAS UNSUCCESSFUL IN FINDING THE ARPT. THE PLT THEN REPORTED THAT HE WAS 'UNABLE TO GET DOWN' & REQUESTED VECTORS TO CORPUS CHRISTI. HE WAS AGAIN ADVISED OF IFR CONDITIONS AT CORPUS CHRISTI. WHEN ASKED IF HE COULD FLY AN IFR APCH, HE GAVE A NEGATIVE REPLY. HE ALSO REPORTED THAT HE WAS IN IFR CONDITIONS & HAD INSUFFICIENT FUEL TO FLY TO SAN ANTONIO. SUBSEQUENTLY, RADAR CONTACT WAS LOST APRX 2 MI SOUTHEAST OF THE ARPT. LATER, BOTH OCCUPANTS & ACFT DEBRIS WERE FOUND WHERE THE HAD WASHED ON OR NEAR THE SHORE FORM THE GULF OF MEXICO.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CRUISE

Findings

7. (F) DELAYED - PILOT IN COMMAND
8. (F) FLUID,FUEL - LOW LEVEL
9. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. (F) TERRAIN CONDITION - WATER,ROUGH

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/21/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	475 hours (Total, all aircraft), 100 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N34581
Model/Series:	177B 177B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17701886
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-A1F6
Registered Owner:	BILL MURRAY & LOIL BALLENTINE	Rated Power:	180 hp
Operator:	BILL MURRAY & LOIL BALLENTINE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	NGP, 19 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	2056 CDT	Direction from Accident Site:	235°
Lowest Cloud Condition:	Scattered / 600 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 26 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 22° C
Precipitation and Obscuration:			
Departure Point:	SAN ANGELO, TX (SJT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	1750 CDT	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	MUSTANG BEACH (2R8)	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARMOND V EDWARDS	Report Date:	
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 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](#).