



National Transportation Safety Board Aviation Accident Data Summary

Location:	PORT ARANSAS, TX	Accident Number:	FTW83LA215
Date & Time:	05/01/1983, 2050 CDT	Registration:	N34581
Aircraft:	CESSNA 177B	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 THEY HAD WASHED ON OR NEAR THE SHORE FROM THE GULF OF MEXICO.

Probable Cause

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

Pilot Information

Certificate:	Private	Age:	47
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	BILL MURRAY & LOIL BALLENTINE	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	O-360-A1F6
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	NGP, 19 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 700 ft agl	Wind Speed/Gusts, Direction:	20 knots / 26 knots, 170°
Temperature:	24° C	Visibility	3 Miles
Precipitation and Obscuration:			
Departure Point:	SAN ANGELO, TX (SJT)	Destination:	

Airport Information

Airport:	MUSTANG BEACH (2R8)	Runway Surface Type:	Asphalt
Runway Used:	30	Runway Surface Condition:	Dry
Runway Length/Width:	3500 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ARMOND V EDWARDS

Adopted 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/>.

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.