



National Transportation Safety Board Aviation Accident Final Report

Location:	Kennesaw, GA	Accident Number:	NYC07LA182
Date & Time:	08/01/2007, 1720 EDT	Registration:	N177RV
Aircraft:	Cessna 177RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While on a short cross-country flight, the pilot contacted an air traffic control tower, at an airport that was not his intended destination. The pilot reported that he was approximately 5 miles north of the airport, low on fuel, and requested to land quickly. The air traffic controller instructed the pilot to enter a left base leg for runway 9. The pilot subsequently stated that he was out of fuel, and declared an emergency. The air traffic controller advised the pilot that the airplane was 2 miles north of the airport, and asked if the pilot was in the vicinity of a highway. The pilot replied that he was "stalling," and the airplane impacted a wooded area in a nose-down attitude. Examination of the wreckage revealed that there was no fuel in the fuel tanks, and no evidence of fuel throughout the fuel system. In addition, there was no evidence of a fuel leak.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning, which resulted in a total loss of engine power due to fuel exhaustion during approach.

Findings

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

Findings

1. FLUID,FUEL - EXHAUSTION
 2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. STALL - INADVERTENT
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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

4. OBJECT - TREE(S)

Factual Information

On August 1, 2007, about 1720 eastern daylight time, a Cessna 177RG, N177RV, was substantially damaged during a forced landing in Kennesaw, Georgia. The certificated private pilot was seriously injured. Visual meteorological conditions prevailed for the flight that originated from Athens Airport (AHN), Athens, Georgia, about 1630; destined for Cartersville Airport (VPC), Cartersville, Georgia. No flight plan was filed for the personal flight conducted under 14 Code of Federal Regulation Part 91.

A National Transportation Safety Board investigator was flying near the accident site, and monitoring the air traffic control tower (ATCT) frequency at Cobb County Airport (RYY), Atlanta, Georgia. The Safety Board investigator report that at approximately 1710, the accident pilot contacted the RYY ATCT, and stated that he was approximately 5 miles north of RYY, low on fuel, and requested to land quickly. The air traffic controller instructed the pilot to enter a left base leg for runway 9. The pilot subsequently stated that he was out of fuel, and declared an emergency. The air traffic controller advised the pilot that the airplane was 2 miles north of RYY, and asked if the pilot was in the vicinity of Cobb Parkway. The pilot replied that he was "stalling," and no further transmissions were received from the accident airplane.

The pilot suffered critical injuries, and could not recall the accident. The pilot reported a total flight experience of 237.5 hours; of which, 13.4 hours were in the same make and model as the accident airplane.

The airplane impacted a wooded area in a nose-down attitude. Examination of the wreckage by a Federal Aviation Administration (FAA) inspector revealed that there was no fuel in the fuel tanks, and no evidence of fuel throughout the fuel system. In addition, the FAA inspector did not observe any evidence of a fuel leak.

The reported weather at RYY, at 1724, was: wind from 150 degrees at 3 knots; visibility 10 miles; scattered clouds at 6,000 feet; broken ceiling at 7,500 feet; temperature 32 degrees Celsius (C); dew point 18 degrees C; altimeter 29.95 inches of mercury.

Pilot Information

Certificate:	Private	Age:	23, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	07/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	01/01/2006
Flight Time:	238 hours (Total, all aircraft), 13 hours (Total, this make and model), 155 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N177RV
Model/Series:	177RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	177RG1307
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	05/01/2007, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3978.2 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	Hilltop Ventures Inc	Rated Power:	200 hp
Operator:	Eric P Ward	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RYY, 1040 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1724 EDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 7500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	32° C / 18° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Athens, GA (AHN)	Type of Flight Plan Filed:	None
Destination:	Cartersville, GA (VPC)	Type of Clearance:	None
Departure Time:	1630 EDT	Type of Airspace:	

Airport Information

Airport:	Cobb County Airport (RYY)	Runway Surface Type:	Asphalt
Airport Elevation:	1040 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	6305 ft / 75 ft	VFR Approach/Landing:	Forced Landing; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	34.013056, -84.596944

Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Report Date:	02/28/2008
Additional Participating Persons:	Ric Riccardi; FAA/FSDO; Atlanta, GA		
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).