



Aviation Investigation Final Report

Location:	ASHLAND, Kentucky	Accident Number:	BF091LA069
Date & Time:	July 25, 1991, 17:10 Local	Registration:	N8071
Aircraft:	CESSNA 177RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRPLANE WAS CLIMBING THROUGH 300 FEET AGL, SHORTLY AFTER TAKEOFF, WHEN THE ENGINE LOST POWER. THE PILOT UNSUCCESSFULLY TRIED TO RESTART THE ENGINE. HE REPORTED THAT HE WAS BEYOND GLIDING DISTANCE TO LAND, SO HE DITCHED THE AIRPLANE IN THE UNDERLYING WATERS OF THE OHIO RIVER. THE INVESTIGATION DID NOT DISCLOSE MECHANICAL DEFECT OF THE ENGINE. ABOUT 15 GALLONS OF FUEL WAS IN EACH TANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOST OF ENGINE POWER FOR UNDETERMINED REASONS.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

2. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 14, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5499 hours (Total, all aircraft), 10 hours (Total, this make and model), 5311 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8071
Model/Series:	177RG 177RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	177RG0071
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 30, 1990 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	2788 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2788 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO360-A1B6
Registered Owner:	NATIONAL AVIATION INC.	Rated Power:	200 Horsepower
Operator:	NATIONAL AVIATION INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HTS ,550 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:		Direction from Accident Site:	135°
Lowest Cloud Condition:	3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	HUNTINGTON , WV (HTS)	Type of Clearance:	None
Departure Time:	17:10 Local	Type of Airspace:	

Airport Information

Airport:	ASHLAND-BOYD COUNTY I28	Runway Surface Type:	Asphalt
Airport Elevation:	547 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	5603 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.469551,-82.649085(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Dennis
Additional Participating Persons:	MARK POTTER; LOUISVILLE , KY
Original Publish Date:	February 8, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=11694

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).