



Aviation Investigation Final Report

Location:	GUNNISON, Colorado	Accident Number:	DEN92LA059
Date & Time:	June 14, 1992, 11:35 Local	Registration:	N52658
Aircraft:	CESSNA 177RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER TOPPING OFF THE 60 GALLON USABLE FUEL TANKS AT CENTENNIAL AIRPORT, ENGLEWOOD, CO, THE PILOT RECEIVED TWO INSTRUCTIONAL FLIGHTS TOTALLING 3.1 HOURS. THREE DAYS LATER, HE AND TWO PASSENGERS FLEW TO NUCLA, CO, IN 1.7 HOURS, AND PURCHASED 15 GALLONS OF FUEL. THEY CONTINUED ON TO BULLFROG BASIN, UT, IN 0.9 HOURS. ON THE RETURN TRIP THE NEXT DAY, AFTER FLYING 1.2 HOURS, THE ENGINE LOST POWER AND THE PILOT MADE A FORCED LANDING ON A HIGHWAY. DURING LANDING THE RIGHT MAIN LANDING GEAR ENTERED SOFT GROUND AND THE AIRPLANE SWERVED OFF THE HIGHWAY. THE RETRIEVAL CREW SAID THE FUEL TANKS WERE EMPTY. THE PILOT SAID HE SHOULD HAVE BEEN ABLE TO FLY TO GUNNISON, CO, IN 1.4 HOURS WITH AN 8 GALLON RESERVE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL. FACTOR(S) INCLUDED: FUEL EXHAUSTION AND THE MISJUDGING OF FUEL CONSUMPTION CALCULATIONS.

Findings

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

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (F) FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	30,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 21, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	322 hours (Total, all aircraft), 175 hours (Total, this make and model), 260 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N52658
Model/Series:	177RG 177RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	177RG1234
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 11, 1991 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	165 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1930 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A1B6D
Registered Owner:	COLORADO COMPUTER ASSOCIATES	Rated Power:	200 Horsepower
Operator:	NEWKIRK, JOHN J.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BULLFROG , UT (U07)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

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
Total Injuries:	3 None	Latitude, Longitude:	38.540634,-106.920219(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	JOE JORDAN; DENVER , CO
Original Publish Date:	July 29, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18215

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).