



Aviation Investigation Final Report

Location:	Tanner, Alabama	Accident Number:	ERA23LA054
Date & Time:	November 2, 2022, 17:07 Local	Registration:	N8667W
Aircraft:	Piper PA-28	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the cross-country flight he noticed his fuel consumption was higher than he had expected. After entering the traffic pattern at the destination airport, and while turning from base to final, the engine “sputtered.” He switched from the right to the left fuel tank and attempted to restart the engine, however, engine power was not restored. The pilot conducted a forced landing in a field and touched down hard short of the runway threshold, which resulted in substantial damage to the right wing. A Federal Aviation Administration inspector who examined the airplane after the accident was unable to verify the presence of fuel in either the right or left fuel tanks. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation and that he needed to, “Establish a not to exceed minimum fuel level for continued flight.”

Probable Cause and Findings

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

The pilot’s inadequate inflight fuel management, which resulted in a total loss of engine power due to fuel exhaustion.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Fuel - Fluid level

Factual Information

History of Flight

Approach	Fuel exhaustion (Defining event)
Approach	Loss of engine power (total)
Landing	Off-field or emergency landing

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 15, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 15, 2021
Flight Time:	158 hours (Total, all aircraft), 61 hours (Total, this make and model), 76 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8667W
Model/Series:	PA-28 235	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-10193
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 24, 2022 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5856.6 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-B4B5
Registered Owner:	On file	Rated Power:	235 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DCU, 588 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	167°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	23°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Milledgeville, GA (MLJ)	Type of Flight Plan Filed:	None
Destination:	Tanner, AL	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRYOR FIELD REGIONAL DCU	Runway Surface Type:	
Airport Elevation:	592 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing;Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.667231,-86.945621(est)

Administrative Information

Investigator In Charge (IIC):	Young, Joshua
Additional Participating Persons:	Porter Mayberry; FAA/FSDO; Birmingham , AL
Original Publish Date:	February 23, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106269

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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](#).