



Aviation Investigation Final Report

Location:	COLUMBUS, Ohio	Accident Number:	CH184LA047
Date & Time:	November 18, 1983, 08:20 Local	Registration:	N8921P
Aircraft:	PIPER PA-24-260	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT DURING THE PREFLT, HE VISUALLY CHECKED THE FUEL & ESTEMATED THAT THE LEFT TANK WAS APRX 1/4 FULL & THE RIGHT TANK WAS ABOUT 1/2 FULL. HE MADE HIS PRETAKEOFF CHECKS, BUT STAYED ON THE GROUND LONGER THAN NORMAL TO ALLOW THE OIL TO WARM UP. HE THEN BEGAN HIS TAKEOFF USING HIS LEFT FUEL TANK. AFTER CLIMBING TO ABOUT 75 FT, THE ENG SPUTTERED, THEN QUIT RUNNING. A GEAR UP LANDING WAS THEN MADE & THE ACFT SLID TO A STOP AT THE END OF THE RWY. ABOUT 1 QUART OF FUEL WAS DRAINED FROM THE LEFT FUEL TANK AFTER THE ACCIDENT.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Findings

3. EMERGENCY PROCEDURE - NOT ATTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	25, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 27, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1231 hours (Total, all aircraft), 97 hours (Total, this make and model), 1138 hours (Pilot In Command, all aircraft), 118 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8921P
Model/Series:	PA-24-260 PA-24-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-4377
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 11, 1983 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2252 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-D4A5
Registered Owner:	GREGORY T. ABSTEN	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	CMH ,816 ft msl	Distance from Accident Site:	
Observation Time:	08:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 9000 ft AGL	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	3°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	CINCINNATI , OH (CVG)	Type of Clearance:	None
Departure Time:	08:20 Local	Type of Airspace:	Class E

Airport Information

Airport:	PORT COLUMBUS INT'L CMH	Runway Surface Type:	Asphalt
Airport Elevation:	816 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5039 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Kleckner, Pamela

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12498>

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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](#).