



Aviation Investigation Final Report

Location:	MERIDIAN, Mississippi	Accident Number:	MIA87LA107
Date & Time:	March 14, 1987, 12:55 Local	Registration:	N6290P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT DID NOT ASSURE THE FUEL LEVEL IN THE AIRCRAFT FUEL TANKS PRIOR TO DEPARTURE. DURING THE FLIGHT THE PILOT CANCELED A PLANNED FUEL STOP AND CONTINUED TO HIS DESTINATION. THE ENGINE FAILED DUE TO FUEL EXHAUSTION 2 1/2 MILES SHORT OF THE DESTINATION AND STRUCK A TREE AND THEN THE GROUND DURING THE SUBSEQUENT FORCED LANDING.

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: DESCENT - NORMAL

Findings

1. (F) FLUID,FUEL - EXHAUSTION
 2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. (C) COMPLACENCY - PILOT IN COMMAND
 4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. (C) REFUELING - NOT ATTAINED - PILOT IN COMMAND
 6. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings
7. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 22, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	192 hours (Total, all aircraft), 8 hours (Total, this make and model), 192 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6290P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	241400
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 20, 1986 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5395 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-540-AIA5
Registered Owner:	WALTER R. HUBLEIN	Rated Power:	250 Horsepower
Operator:	WALTER R. HUBLEIN	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:	MEI ,297 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	125°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MIDLAND , TX (MAF)	Type of Flight Plan Filed:	VFR
Destination:	MERIDIAN , MS (MEI)	Type of Clearance:	None
Departure Time:	08:35 Local	Type of Airspace:	

Airport Information

Airport:	KEY FIELD MEI	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	32.239784,-90.27909(est)

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: FELIX NUNNERY; MEMPHIS , TN

Original Publish Date: April 25, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31873>

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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](#).