



Aviation Investigation Final Report

Location:	HOGANSVILLE, Georgia	Accident Number:	ATL99LA038
Date & Time:	January 2, 1999, 16:18 Local	Registration:	N5016T
Aircraft:	Piper PA-34-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

About 30 miles from the destination airport, approach control informed the pilot of lowered cloud ceilings and thunderstorm activity over the airport. At approximately the same time the pilot reported a low fuel condition and was vectored towards a second airport. A missed approach was performed at the second airport, and the pilot was given vectors towards a third airport. While descending for the third airport, the pilot reported that 'the left engine ran out of fuel' and the engine had quit. The pilot attempted an emergency landing on a power line right-of-way. According to the Piper Aircraft PA-34 Information Manual, N5016T has a usable fuel capacity of 93 U.S. gallons and seven gallons unusable. The pilot reported that he departed with 100 gallons of fuel on board. While operating the airplane at a gross weight of 4000 pounds and 65% power, fuel consumption is 18.3 gallons per hour for both engines, and maximum flight duration of 5.08 hours. N5016T had flown 5.72 hours when the accident occurred.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel exhaustion due to inadequate planning and the pilot's failure to refuel the airplane. Factors were the weather conditions and hilly terrain.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: APPROACH

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. OBJECT - TREE(S)
6. (F) WEATHER CONDITION - LOW CEILING

Factual Information

On January 2, 1999, at 1618 eastern standard time, a Piper PA-34-200, N5016T, collided with the ground during an emergency landing near Hogansville, Georgia. The airplane was operated by the registered owner/pilot under the provisions of Title 14 CFR Part 91, and instrument flight rules (IFR). Instrument meteorological conditions prevailed at the accident site and an IFR flight plan was filed for the personal flight. The commercial pilot received minor injuries and the three passengers received no injuries. The airplane sustained substantial damage. The flight departed Manassas, Virginia, at 1035 the same day, destined for Columbus Metropolitan Airport, Columbus, Georgia.

According to the pilot, he received a full weather briefing from the Leesburg, Virginia, Flight Service Station at 0430 on the morning of the flight. Additional weather information was obtained enroute via weather broadcasts over navigational radios, and from automated surface observations. While approximately 30 miles from Columbus Metropolitan Airport (CSG), the pilot was informed of a lowered ceiling and thunderstorm over the destination airport. He immediately notified Air Traffic Control (ATC) of his low fuel condition and was vectored to LaGrange Airport (LGC). Once stabilized on the ILS approach for LGC, the pilot realized he was on the back course and a missed approach was executed. The pilot was then given vectors towards Newnan-Coweta County Airport (CCO) which was reported "in the clear". According to the pilot, an emergency was declared to Atlanta Approach Control several times but no response was received. After starting a descent, the pilot reported that "the left engine ran out of fuel", and quit. The pilot feathered the left propeller, and he increased power on the right engine. Visual contact with the ground was made about 400 feet AGL. During the emergency landing, the airplane collided with the top of a tall pine tree. The airplane landed with the gear and flaps retracted on a hilly power line right-of-way.

According to the Piper Aircraft PA-34 Information Manual, N5016T has a usable fuel capacity of 93 U.S. gallons and seven gallons unusable. The pilot reported that he departed with 100 gallons of fuel on board. While operating the airplane at a gross weight of 4000 pounds and 65% power, fuel consumption is 18.3 gallons per hour for both engines, or maximum flight duration of 5.08 hours. N5016T had flown 5.72 hours when the accident occurred. The pilot did not flight plan or make a refueling stop for this flight. No mechanical problems, with the airplane, were reported by the pilot.

Pilot Information

Certificate:	Commercial	Age:	66, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 28, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2181 hours (Total, all aircraft), 1087 hours (Total, this make and model), 1876 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5016T
Model/Series:	PA-34-200 PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7250199
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 3, 1998 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	49 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3115 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-C1E6
Registered Owner:	FREDERICK L. HOFMANN	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	ATL ,1010 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	16:42 Local	Direction from Accident Site:	55°
Lowest Cloud Condition:	Clear	Visibility	2 miles
Lowest Ceiling:	Overcast / 400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / 1°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	MANASSAS , VA (HEF)	Type of Flight Plan Filed:	IFR
Destination:	COLUMBUS , GA (CSG)	Type of Clearance:	IFR
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	NEWNAN-COWETA COUNTY CCO	Runway Surface Type:	Grass/turf
Airport Elevation:	970 ft msl	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	RNAV
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	33.159858,-84.899528(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons: PATRICK SCHIPPERT;
SCOTT M GRABON;

Original Publish Date: April 25, 2001

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=45509>

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](#).