



Aviation Investigation Final Report

Location:	GRIFFIN, Georgia	Accident Number:	ATL85LA052
Date & Time:	December 10, 1984, 14:50 Local	Registration:	N1046L
Aircraft:	LAKE LA-4-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT CRASHED DURING AN EMERGENCY LANDING WHILE ON A PERSONAL X-COUNTRY FLIGHT. INSPECTION OF THE ACFT AT THE ACCIDENT SITE REVEALED EMPTY FUEL SUMPS AND FUEL TANKS.

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: CRUISE - NORMAL

Findings

1. FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
4. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	41, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 17, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 235 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LAKE	Registration:	N1046L
Model/Series:	LA-4-200 LA-4-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	639
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	October 19, 1984 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1150 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B
Registered Owner:	ROBERT W. ROUTH	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:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ATL ,1026 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Unknown / 900 ft AGL	Visibility	7 miles
Lowest Ceiling:	Overcast / 900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MC RAE , GA (MQW)	Type of Flight Plan Filed:	None
Destination:	PEACHTREE CITY , GA (2A9)	Type of Clearance:	None
Departure Time:	14:50 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
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:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.240356,-84.270629(est)

Administrative Information

Investigator In Charge (IIC): Stiner, Walter
Additional Participating Persons: MARTIN; ATLANTA , GA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=6720>

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](#).