



Aviation Investigation Final Report

Location:	SPARTA, Tennessee	Accident Number:	ATL85LA073
Date & Time:	December 30, 1984, 16:30 Local	Registration:	N7589Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DUAL ENGINE STOPPAGE. FUEL TANKS TOPPED BEFORE TAKEOFF. PLT HAD FILED IFR EN ROUTE BUT THE WIND HAD SHIFTED TO A 30 KT HEADWIND. PLT BECAME CONCERNED ABOUT FUEL REMAINING AND MADE AN INSTRUMENT APCH WHICH WAS MISSED BECAUSE OF LOW CLOUDS. DURING COURSE TO AN ALTERNATE, THE LEFT ENGINE QUIT. DURING VECTORS TO THE NEAREST AIRPORT THE RIGHT ENGINE QUIT, AND SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING. THE PLT SAID THE ENGINE STOPPAGE SOUNDED LIKE FUEL STARVATION.

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

Findings

1. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. (C) FLUID,FUEL - EXHAUSTION
 3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, 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 10, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1137 hours (Total, all aircraft), 194 hours (Total, this make and model), 52 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7589Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-656
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 20, 1984 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	7000 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-BIA
Registered Owner:	WILLIAM ROBINSON J.	Rated Power:	160 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:	CSV ,1881 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	16:37 Local	Direction from Accident Site:	105°
Lowest Cloud Condition:	Scattered / 400 ft AGL	Visibility	5 miles
Lowest Ceiling:	Overcast / 1800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 13°C
Precipitation and Obscuration:	N/A - None - Rain		
Departure Point:	ROCHESTER , NY (ROC)	Type of Flight Plan Filed:	IFR
Destination:	NASHVILLE , TN (BNA)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		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 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	35.929145,-85.469116(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons: WILLIAM WHITMORE; NASHVILLE , TN

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6730>

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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](#).