



Aviation Investigation Final Report

Location:	CLINTON, South Carolina	Accident Number:	ATL83FLG01
Date & Time:	November 18, 1982, 20:30 Local	Registration:	N6116D
Aircraft:	PIPER 22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT WAS REFUELED BEFORE DEPARTING GREENVILLE, KY. THE PILOT REPORTED THAT AS HE APPROACHED HIS DESTINATION, HE PROCEEDED ALONG A RADIAL FROM THE GREENWOOD VOR BUT COULD NOT FIND NEWBERRY. HE STATED THAT HE HUNTED TOO LONG BEFORE DIVERTING BACK TO GREENWOOD. ALSO, HE STATED THAT THE AIRCRAFT RAN OUT OF FUEL SHORT OF GREENWOOD. THE AIRCRAFT COLLIDED WITH TREES AND BRUSH DURING AN EMERGENCY LANDING AT NIGHT IN A WOODED AREA. REPORTEDLY, THE WEATHER AT THE ORIGINAL DESTINATION WAS MARGINAL VFR WITH RAIN AND FOG.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - RAIN
2. (F) WEATHER CONDITION - FOG

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

Findings

- 3. (C) FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
- 4. (C) FLUID,FUEL - EXHAUSTION
- 5. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #3: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

- 6. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 13, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1332 hours (Total, all aircraft), 300 hours (Total, this make and model), 46 hours (Last 90 days, all aircraft), 16 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6116D
Model/Series:	22 22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-4760
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	108 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2435 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320
Registered Owner:	PROSSER, INC.	Rated Power:	100 Horsepower
Operator:	PROSSER, INC.	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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2100 ft AGL	Visibility	
Lowest Ceiling:	Overcast / 4800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	57°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	GREENVILLE , KY	Type of Flight Plan Filed:	None
Destination:	NEWBERRY , SC	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Vegetation
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: November 18, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70284>

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](#).