



Aviation Investigation Final Report

Location:	LYNCHBURG, Virginia	Accident Number:	ATL82DA166
Date & Time:	June 15, 1982, 22:00 Local	Registration:	N9843D
Aircraft:	PIPER 22-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT TOOK OFF FROM NEWPORT NEWS, VA ON A VFR FLIGHT TO SOUTH BOSTON, VA. LATER AT DUSK, HE CONTACTED THE ROANOKE FSS AND ASKED FOR AN "ACCURATE FIX" OF HIS POSITION. AT THAT TIME, THE PILOT INDICATED THAT HE WAS LOW ON FUEL. FSS PERSONNEL REPORTED THAT THE PLANE WAS NOT EQUIPPED WITH A TRANSPONDER AND WAS BELOW THE ACQUISITION ALTITUDE FOR RADAR IDENTIFICATION. THEREFORE, THE PILOT WAS REQUESTED TO TUNE THE VOR FOR RADIAL CROSS CHECKS. SUBSEQUENTLY, HE WAS PROVIDED VECTORS TO THE AIRPORT AT LYNCHBURG, VA. DURING ARRIVAL, THE PILOT GAVE WAY TO ANOTHER AIRCRAFT THAT WAS NOT IN RADIO CONTACT WITH THE FSS. WHILE ON FINAL APPROACH, THE ENGINE LOST POWER FROM FUEL EXHAUSTION AND THE PLANE WAS LANDED ABOUT 100 FT SHORT OF THE RUNWAY. THE PILOT REPORTED THAT HE DID NOT VISUALLY INSPECT THE FUEL TANKS BEFORE DEPARTING NEWPORT NEWS. ALSO, HE VERIFIED THAT HE WAS TRACKING INBOUND TO SOUTH BOSTON WHEN HE CONTACTED THE FSS IN FLIGHT, AND THAT HE WAS NOT LOST.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) LIGHT CONDITION - DARK NIGHT

Factual Information

Pilot Information

Certificate:	Private	Age:	37, 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--no waivers/lim.	Last FAA Medical Exam:	March 24, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	382 hours (Total, all aircraft), 72 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9843D
Model/Series:	22-160 22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-6734
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-B2A
Registered Owner:	JAMES RUTHERFORD	Rated Power:	160 Horsepower
Operator:	JAMES RUTHERFORD	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:	LYH	Distance from Accident Site:	
Observation Time:	21:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	8 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	73°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	NEWPORT NEWS , VA	Type of Flight Plan Filed:	None
Destination:	SOUTH BOSTON , VA	Type of Clearance:	None
Departure Time:	20:00 Local	Type of Airspace:	

Airport Information

Airport:	LYNCHBURG MUNICIPAL LYH	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5799 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 15, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71521>

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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](#).