



# Aviation Investigation Final Report

<b>Location:</b>	CUMMING, Georgia	<b>Accident Number:</b>	ATL88LA229
<b>Date &amp; Time:</b>	August 7, 1988, 17:00 Local	<b>Registration:</b>	N4575K
<b>Aircraft:</b>	RYAN NAVION	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT HAD MADE A PRECAUTIONARY LANDING DUE TO ENROUTE WEATHER. AFTER CONDITIONS HAD IMPROVED HE OBTAINED A WEATHER BRIEFING FOR HIS INTENDED DESTINATION. HE WAS TOLD THAT THERE WERE TSTMS IN THE AREA BUT THAT CONDITIONS WERE VFR. AFTER DEPARTURE FROM THE ENROUTE STOP, THE PILOT ATTEMPTED TO TRANSFER FUEL FROM AN AUX TANK. HE TURNED THE PUMP ON BUT DID NOT OPEN THE TRANSFER VALVE. WHEN HE ARRIVED OVER HIS DESTINATION, THERE WAS HEAVY RAIN OVER THE AIRPORT. HE ELECTED TO DIVERT TO AN ALTERNATE. ON THE WAY TO THE ALTERNATE, THE ENGINE LOST POWER FROM FUEL STARVATION AND A FORCED LANDING WAS MADE IN LAKE LANIER. THERE WERE 20 GALLONS OF FUEL IN THE AUX TANK AT THE TIME OF THE ACCIDENT.

## 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) FLUID,FUEL - STARVATION

2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 31, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	299 hours (Total, all aircraft), 58 hours (Total, this make and model), 299 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	RYAN	<b>Registration:</b>	N4575K
<b>Model/Series:</b>	NAVION NAVION	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	NAV-4-1575
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 20, 1987 Annual	<b>Certified Max Gross Wt.:</b>	3233 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3724 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-BGBR
<b>Registered Owner:</b>	PORTER RANDALL	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PDK ,1002 ft msl	<b>Distance from Accident Site:</b>	21 Nautical Miles
<b>Observation Time:</b>	16:47 Local	<b>Direction from Accident Site:</b>	29°
<b>Lowest Cloud Condition:</b>	Scattered / 3500 ft AGL	<b>Visibility</b>	11 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	32°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	TOCCOA , GA (TOC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	WOODSTOCK , GA (5GA4)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Water-choppy
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Stiner, Walter
<b>Additional Participating Persons:</b>	SAM FLEMING; ATLANTA , GA
<b>Original Publish Date:</b>	October 2, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=7798">https://data.nts.gov/Docket?ProjectID=7798</a>

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