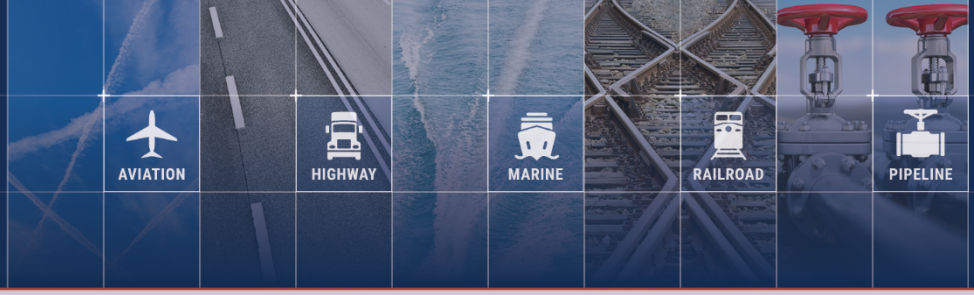

Aviation Investigation Final Report

Location:	GAINESVILLE, Georgia	**Accident Number:**	ATL89LA202
Date & Time:	August 25, 1989, 17:07 Local	**Registration:**	N2487N
Aircraft:	PIPER PA-38-112	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE AIRPLANE ENGINE EXPERIENCED A LOSS OF POWER DURING FINAL APPROACH, AND THE AIRPLANE SUBSEQUENTLY CRASHED INTO TREES SHORT OF THE RUNWAY. THE STUDENT PLT WAS ON A LOCAL, UNSUPERVISED SOLO FLT AND HAD CONDUCTED SEVERAL T&G LDGS PRIOR TO THE POWER LOSS. TOTAL FLT TIME THIS FLT WAS ABOUT 1 HOUR. THE OPERATOR REPORTED THAT POST-CRASH EXAMINATION OF THE AIRPLANE REVEALED NO FUEL REMAINING IN THE FUEL TANKS. THE OPERATOR NOTED THAT THE AIRPLANE HAD BEEN OPERATED A TOTAL OF 4.6 HRS SINCE LAST REFUELING. HE ALSO NOTED THAT THE PLT WHO HAD FLOWN THE AIRPLANE ON THE PREVIOUS FLT REPORTED THAT AT THE END OF THE FLT, THE LT & RT FUEL QTY GAUGES RESPECTIVELY INDICATED 5 GALLONS & LESS THAN 5 GALLONS REMAINING. THE STUDENT PLT REPORTED THAT HE HAD ESTIMATED THE TANKS WERE ABOUT 1/2 FULL WHEN HE PREFLIGHTED THE AIRPLANE PRIOR TO THIS FLIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGEMENT OF THE AIRPLANE FUEL SUPPLY DURING PREFLIGHT INSPECTION, AND HIS SUBSEQUENT FAILURE TO MONITOR IN-FLIGHT FUEL CONSUMPTION, WHICH LED TO AN ENGINE POWER LOSS DUE TO FUEL EXHAUSTION. CONTRIBUTING TO THE ACCIDENT WERE THE PILOT'S DECISION NOT TO REFUEL THE AIRPLANE PRIOR TO THE FLIGHT, AND HIS LACK OF TOTAL FLIGHT EXPERIENCE.

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
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. (F) REFUELING - NOT OBTAINED - PILOT IN COMMAND
6. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings
7. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Student	**Age:**	45,Male
Airplane Rating(s):	None	**Seat Occupied:**	Unknown
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	July 14, 1989
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	20 hours (Total, all aircraft), 20 hours (Total, this make and model), 5 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	**Registration:**	N2487N
Model/Series:	PA-38-112 PA-38-112	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:		**Serial Number:**	38-79A0870
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	Unknown	**Certified Max Gross Wt.:**	1670 lbs
Time Since Last Inspection:	0 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	LYCOMING
ELT:	Installed, activated	**Engine Model/Series:**	O-235-L2C
Registered Owner:		**Rated Power:**	112 Horsepower
Operator:	BELLE ISLE INT'L ACFT SALES	**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:	AHN ,807 ft msl	**Distance from Accident Site:**	32 Nautical Miles
Observation Time:	16:50 Local	**Direction from Accident Site:**	126°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	320°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	16:00 Local	**Type of Airspace:**	

Airport Information

Airport:	LEE GILMER MEMORIAL GVL	**Runway Surface Type:**	
Airport Elevation:	1275 ft msl	**Runway Surface Condition:**	
Runway Used:	29	**IFR Approach:**	None
Runway Length/Width:	4001 ft / 100 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Strickland, Scott
Additional Participating Persons:	JOE RICHARDS; ATLANTA , GA
Original Publish Date:	June 26, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8057