



# Aviation Investigation Final Report

<b>Location:</b>	CARTERSVILLE, Georgia	<b>Accident Number:</b>	ATL90LA106
<b>Date &amp; Time:</b>	May 3, 1990, 12:20 Local	<b>Registration:</b>	N7868P
<b>Aircraft:</b>	PIPER PA-24	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRPLANE WAS FUELED & FLOWN 2.7 HOURS FROM PANAMA CITY FL TO NASHVILLE TN 11 DAYS PRIOR. THE PILOT SAID HE KEPT THE MIXTURE RICH UNTIL THE LAST HOUR OF THE FLIGHT. WITHOUT REFUELING HE LEFT NASHVILLE FOR THE ACCIDENT FLIGHT TO CHAMBLEE GA. ONE HOUR AFTER TAKE OFF BOTH TANKS WENT DRY AT THE SAME TIME, THE PILOT SAID. EXAMINATION OF THE WRECKAGE REVEALED NO FUEL REMAINED IN THE AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF THE ENGINE FUEL MIXTURE CONTROL WHICH RESULTED IN FUEL EXHAUSTION.

### Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

#### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 7, 1988
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1240 hours (Total, all aircraft), 739 hours (Total, this make and model), 1235 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7868P
<b>Model/Series:</b>	PA-24 PA-24	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	24-3093
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 12, 1989 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3514 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360A1D
<b>Registered Owner:</b>		<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	DENNIS K. JACOBS	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 12000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C / -18°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	NASHVILLE , TN (JWN)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CHAMBLEE , GA (PDK)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:15 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	34.15995,-84.7994(est)

## Administrative Information

**Investigator In Charge (IIC):** Hicks, Preston

**Additional Participating Persons:** RANDY MARTIN; COLLEGE PARK , GA

**Original Publish Date:** March 12, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=8236>

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