



# Aviation Investigation Final Report

<b>Location:</b>	FRANKLIN, Tennessee	<b>Accident Number:</b>	ATL91FA073
<b>Date &amp; Time:</b>	March 29, 1991, 19:14 Local	<b>Registration:</b>	N7457P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PRIVATE PILOT WAS ON AN IFR FLIGHT TO ST. LOUIS. WHILE APPROACHING THE NASHVILLE, TN. AREA, HE ENCOUNTERED ICING CONDITIONS, AND REQUESTED A DESCENT. THE ICING PERSISTED, SO HE REQUESTED AN ILS APPROACH TO NASHVILLE. THE AIRCRAFT CRASHED ABOUT 12 MILES SSW OF THE NASHVILLE AIRPORT, AFTER THE PILOT REPORTED THAT HE HAD LOST POWER, AND WAS STALLING. AN INSPECTION OF THE WRECKAGE REVEALED THAT THE LEFT, AUXILIARY FUEL TANK WAS EMPTY OF FUEL, AND THE FUEL SELECTOR VALVE WAS STILL IN THE 'LEFT AUX' TANK POSITION. NO EVIDENCE OF PRE-EXISTING MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO SELECT A PROPER FUEL TANK FOR FLIGHT, RESULTING IN FUEL STARVATION TO THE ENGINE, AND SUBSEQUENT ENGINE STOPPAGE. FACTORS WERE THE PILOT'S INADEQUATE EVALUATION OF THE WEATHER CONDITIONS ALONG HIS ROUTE OF FLIGHT, AND HIS FLIGHT INTO KNOWN ADVERSE WEATHER CONDITIONS (ICING).

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL

Findings

1. WEATHER CONDITION - ICING CONDITIONS
  2. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  3. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
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Occurrence #2: LOSS OF ENGINE POWER  
Phase of Operation: DESCENT - EMERGENCY

Findings

4. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
  5. DIVERTED ATTENTION - PILOT IN COMMAND
  6. (C) FLUID,FUEL - STARVATION
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Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

Findings

7. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 21, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	693 hours (Total, all aircraft), 41 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7457P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	24-2647
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 25, 1991 Annual	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>	29 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2240 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-540-A1D5
<b>Registered Owner:</b>	HANNASCH, THOMAS P.	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>	HANNASCH, THOMAS P.	<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>	Instrument (IMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	BNA ,599 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	19:22 Local	<b>Direction from Accident Site:</b>	20°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	1 miles
<b>Lowest Ceiling:</b>	Overcast / 500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	1°C
<b>Precipitation and Obscuration:</b>	Light - None - Snow		
<b>Departure Point:</b>	LAWRENCEVILLE , GA (LZU )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	ST. LOUIS , MO (SUS )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	18:40 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	NASHVILLE INTL. BNA	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	599 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	2	<b>IFR Approach:</b>	ILS
<b>Runway Length/Width:</b>	7702 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal, 1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal, 2 Serious	<b>Latitude, Longitude:</b>	35.879314,-86.949134(est)

## Administrative Information

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

**Additional Participating Persons:** JAMES PERKINS; NASHVILLE , TN  
GREGORY ERIKSON; CHICAGO , IL  
WILLIAM MOREU; VERO BEACH , FL

**Original Publish Date:** March 24, 1993

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=8317>

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