



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HOGANSVILLE, GA	<b>Accident Number:</b>	ATL99LA038
<b>Date &amp; Time:</b>	01/02/1999, 1618 EST	<b>Registration:</b>	N5016T
<b>Aircraft:</b>	Piper PA-34-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

About 30 miles from the destination airport, approach control informed the pilot of lowered cloud ceilings and thunderstorm activity over the airport. At approximately the same time the pilot reported a low fuel condition and was vectored towards a second airport. A missed approach was performed at the second airport, and the pilot was given vectors towards a third airport. While descending for the third airport, the pilot reported that 'the left engine ran out of fuel' and the engine had quit. The pilot attempted an emergency landing on a power line right-of-way. According to the Piper Aircraft PA-34 Information Manual, N5016T has a usable fuel capacity of 93 U.S. gallons and seven gallons unusable. The pilot reported that he departed with 100 gallons of fuel on board. While operating the airplane at a gross weight of 4000 pounds and 65% power, fuel consumption is 18.3 gallons per hour for both engines, and maximum flight duration of 5.08 hours. N5016T had flown 5.72 hours when the accident occurred.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel exhaustion due to inadequate planning and the pilot's failure to refuel the airplane. Factors were the weather conditions and hilly terrain.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: APPROACH

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. OBJECT - TREE(S)
6. (F) WEATHER CONDITION - LOW CEILING

## Factual Information

On January 2, 1999, at 1618 eastern standard time, a Piper PA-34-200, N5016T, collided with the ground during an emergency landing near Hogansville, Georgia. The airplane was operated by the registered owner/pilot under the provisions of Title 14 CFR Part 91, and instrument flight rules (IFR). Instrument meteorological conditions prevailed at the accident site and an IFR flight plan was filed for the personal flight. The commercial pilot received minor injuries and the three passengers received no injuries. The airplane sustained substantial damage. The flight departed Manassas, Virginia, at 1035 the same day, destined for Columbus Metropolitan Airport, Columbus, Georgia.

According to the pilot, he received a full weather briefing from the Leesburg, Virginia, Flight Service Station at 0430 on the morning of the flight. Additional weather information was obtained enroute via weather broadcasts over navigational radios, and from automated surface observations. While approximately 30 miles from Columbus Metropolitan Airport (CSG), the pilot was informed of a lowered ceiling and thunderstorm over the destination airport. He immediately notified Air Traffic Control (ATC) of his low fuel condition and was vectored to LaGrange Airport (LGC). Once stabilized on the ILS approach for LGC, the pilot realized he was on the back course and a missed approach was executed. The pilot was then given vectors towards Newnan-Coweta County Airport (CCO) which was reported "in the clear". According to the pilot, an emergency was declared to Atlanta Approach Control several times but no response was received. After starting a descent, the pilot reported that "the left engine ran out of fuel", and quit. The pilot feathered the left propeller, and he increased power on the right engine. Visual contact with the ground was made about 400 feet AGL. During the emergency landing, the airplane collided with the top of a tall pine tree. The airplane landed with the gear and flaps retracted on a hilly power line right-of-way.

According to the Piper Aircraft PA-34 Information Manual, N5016T has a usable fuel capacity of 93 U.S. gallons and seven gallons unusable. The pilot reported that he departed with 100 gallons of fuel on board. While operating the airplane at a gross weight of 4000 pounds and 65% power, fuel consumption is 18.3 gallons per hour for both engines, or maximum flight duration of 5.08 hours. N5016T had flown 5.72 hours when the accident occurred. The pilot did not flight plan or make a refueling stop for this flight. No mechanical problems, with the airplane, were reported by the pilot.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/28/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2181 hours (Total, all aircraft), 1087 hours (Total, this make and model), 1876 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N5016T
<b>Model/Series:</b>	PA-34-200 PA-34-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34-7250199
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	07/03/1998, Annual	<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>	49 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3115 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360-C1E6
<b>Registered Owner:</b>	FREDERICK L. HOFMANN	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	FREDERICK L. HOFMANN	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ATL, 1010 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	1642 EST	Direction from Accident Site:	55°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	16 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / 1°C
Precipitation and Obscuration:			
Departure Point:	MANASSAS, VA (HEF)	Type of Flight Plan Filed:	IFR
Destination:	COLUMBUS, GA (CSG)	Type of Clearance:	IFR
Departure Time:	1030 EST	Type of Airspace:	Class G

## Airport Information

Airport:	NEWNAN-COWETA COUNTY (CCO)	Runway Surface Type:	Grass/turf
Airport Elevation:	970 ft	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	RNAV
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	04/25/2001
Additional Participating Persons:	PATRICK SCHIPPERT SCOTT M GRABON		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).