



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

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

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

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

Pilot Information

Certificate:	Commercial	Age:	66
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	Piper	Registration:	N5016T
Model/Series:	PA-34-200 PA-34-200	Engines:	2 Reciprocating
Operator:	FREDERICK L. HOFMANN	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-C1E6
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ATL, 1010 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 400 ft agl	Wind Speed/Gusts, Direction:	16 knots / 23 knots, 90°
Temperature:	1°C	Visibility:	2 Miles
Precipitation and Obscuration:			
Departure Point:	MANASSAS, VA (HEF)	Destination:	COLUMBUS, GA (CSG)

Airport Information

Airport:	NEWNAN-COWETA COUNTY (CCO)	Runway Surface Type:	Grass/turf
Runway Used:	0	Runway Surface Condition:	Wet
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PRESTON E HICKS

Adopted Date: 04/25/2001

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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