



National Transportation Safety Board Aviation Accident Final Report

Location:	THOMSON, GA	Accident Number:	ATL88LA208
Date & Time:	07/01/1988, 1850 EDT	Registration:	N29238
Aircraft:	CESSNA T210L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT THE ENGINE LOST PWR ABOUT 20 MILES FROM THE ARPT WHERE HE HAD INTENDED TO REFUEL. THE AIRPLANE SUBSEQUENTLY COLLIDED WITH UTILITY WIRES AS HE WAS ATTEMPTING TO LAND ON A HWY. THE PLT ATTRIBUTED THE PWR LOSS TO FUEL EXHAUSTION. POSTCRASH EXAM OF THE AIRPLANE BY A MECH REVEALED ONLY TRACE AMOUNTS OF FUEL REMAINING ON BOARD. THE PLT NOTED THAT HE HAD TOPPED OFF THE FUEL TANKS PRIOR TO DEPARTURE; THIS SHOULD HAVE GIVEN HIM 5.5 TO 6 HRS OF ENDURANCE, BASED ON PREVIOUS FLIGHTS IN THE AIRPLANE. THE ACTUAL ENDURANCE WAS ABOUT 4.8 HRS. EXAM OF THE AIRPLANE POH REVEALED THAT THE AIRPLANE HAD AN EXPECTED ENDURANCE OF ABOUT 4.7 HRS AT 75% PWR AND 5.4 HRS AT 65% PWR, WITH A 45 MIN RESERVE AT 45% PWR, UNDER THE FLT CONDITIONS REPORTED BY THE PLT. THE POH NOTES HOWEVER, THAT THERE ARE INDETERMINATE VARIABLES WHICH CAN ACCOUNT FOR VARIATIONS OF 10% OR MORE IN AIRPLANE RANGE & ENDURANCE. SEVERAL ARPTS WITH FUEL WERE AVAILABLE ALONG THE ROUTE OF FLT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (F) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. (C) REFUELING - NOT OBTAINED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

5. (F) OBJECT - WIRE,TRANSMISSION
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/18/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1300 hours (Total, all aircraft), 300 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N29238
Model/Series:	T210L T210L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21059839
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/11/1987, Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2287 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-H
Registered Owner:	KARRIMAN, JOSEPH JR.	Rated Power:	285 hp
Operator:	KARRIMAN, JOSEPH JR.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AGS, 145 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1848 EDT	Direction from Accident Site:	103°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 13° C
Precipitation and Obscuration:			
Departure Point:	GROVE, OK (1H7)	Type of Flight Plan Filed:	None
Destination:	COLUMBIA, SC (CUB)	Type of Clearance:	None
Departure Time:	1255 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	09/11/1989
Additional Participating Persons:	CLIFFORD ROSS; ATLANTA, GA		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).