



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	THOMSON, GA	<b>Accident Number:</b>	ATL88LA208
<b>Date &amp; Time:</b>	07/01/1988, 1850 EDT	<b>Registration:</b>	N29238
<b>Aircraft:</b>	CESSNA T210L	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	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

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

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

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N29238
<b>Model/Series:</b>	T210L T210L	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KARRIMAN, JOSEPH JR.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-H
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AGS, 145 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 320°
<b>Temperature:</b>	28° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	GROVE, OK (1H7)	<b>Destination:</b>	COLUMBIA, SC (CUB)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): SCOTT STRICKLAND Adopted Date: 09/11/1989

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](mailto: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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