



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GRIFFIN, GA	<b>Accident Number:</b>	ATL89LA049
<b>Date &amp; Time:</b>	12/02/1988, 1035 EST	<b>Registration:</b>	N92388
<b>Aircraft:</b>	CESSNA 172M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

AFTER A PREFLIGHT AND RUNUP THE PILOT MADE A TAKEOFF AND REMAINED IN CLOSED TRAFFIC FOR LANDING PRACTICE. ON DOWNWIND, OPPOSITE THE DESIRED POINT OF TOUCHDOWN, HE RETARDED POWER, APPLIED CARB HEAT AND SLOWED THE AIRPLANE. TURNING BASE, THE ACFT LOST POWER. THE PILOT SELECTED A SITE FOR THE FORCED LANDING AND THE ACFT NOSED OVER DURING THE LANDING. THE PRIMER WAS FOUND IN THE FULL OUT POSITION AND THE LEFT FUEL CAP WAS MISSING. TWO CYLINDERS HAD THE BOTTOM PLUGS FOULED BY RAW FUEL. THE PLT HAD RENTED THE 172 TO PRACTICE FOR HIS BFR WHICH WAS DUE BY THE END OF THE MONTH. THE PILOT'S PRIVATE PILOT CERTIFICATE HAD BEEN ISSUED IN DECEMBER 1986.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL SYSTEM,PRIMER SYSTEM - UNLOCKED
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	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>	None	<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>	07/02/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	65 hours (Total, all aircraft), 7 hours (Total, this make and model), 33 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N92388
<b>Model/Series:</b>	172M 172M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	17261571
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	10/11/1988, Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	73 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3369 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	SYNDROME FIGHTERS, INC	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	SYNDROME FIGHTERS, INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ATL, 1026 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	1050 EST	Direction from Accident Site:	345°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C / -7°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1030 EST	Type of Airspace:	Class G

## Airport Information

Airport:	GRIFFIN SPALDING CO. (6A2)	Runway Surface Type:	Asphalt
Airport Elevation:	958 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3300 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Report Date:	01/04/1990
Additional Participating Persons:	CHARLES GALLOWAY; 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 <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](#).