



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CHAMBLEE, GA	<b>Accident Number:</b>	ATL85FA230
<b>Date &amp; Time:</b>	08/02/1985, 2126 EDT	<b>Registration:</b>	N6419N
<b>Aircraft:</b>	CESSNA 210N	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

PLT HAD OBTAINED CHECK OUT IN ACFT PRIOR TO DEPARTURE ON X-CFLT. ABOUT 3.35 HRS INTO FLT CALLED ATL CTR EXP CONCERN ABOUT FUEL. AT THAT TIME ACFT WAS ABOUT 4 MI W OF ROME GA VOR AND ABOUT 15 MI FROM ROME APT. PLT NOR CENTER WERE SURE IF FUEL WAS AVAIL AT ROME AT THAT TIME OF EVENING. PLT WAS TOLD THAT PDK APT WAS ABOUT 40 MI SE. PLT SAID YES. HE HAD INDICATED AT FIRST CONTACT THAT HE HAD ABOUT ONE HOURS FUELD LEFT. ENGINE LOST POWER AND ACFT COLLIDED WITH TREES ABOUT 1 1/2 MI SHORT OF RWY ON STRAIGHT IN APPCH.

## 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: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
2. (C) AIRCRAFT SERVICE - MISJUDGED - FBO PERSONNEL
3. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. (C) REFUELING - REDUCED - FBO PERSONNEL
5. (F) EXPECTANCY - PILOT IN COMMAND
6. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
7. (F) PILOT IN COMMAND
8. (C) JUDGMENT - POOR - PILOT IN COMMAND
9. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
10. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

### Findings

11. LIGHT CONDITION - DARK NIGHT
12. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1516 hours (Total, all aircraft), 4 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6419N
<b>Model/Series:</b>	210N 210N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	TRANSIENT AVIATION OF LIKE	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO 520-L
<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>	Night/Dark
<b>Observation Facility, Elevation:</b>	PDK, 1002 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Overcast / 4500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 90°
<b>Temperature:</b>	23°C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LAKE CHARLES, LA	<b>Destination:</b>	TOCCOA, GA (TOC)

## Airport Information

<b>Airport:</b>	DEKALB PEACHTREE (PDK)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<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): WALTER G STINER

Adopted 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 [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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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.