



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	MILLEDGEVILLE, GA	<b>Accident Number:</b>	ATL85LA001
<b>Date &amp; Time:</b>	10/03/1984, 1000 EDT	<b>Registration:</b>	N38685
<b>Aircraft:</b>	PIPER J3C-65	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT DEPARTED FOR THE INTENDED DESTINATION, BUT WAS UNABLE TO FIND THE ARPT DUE TO FOG. AFTER LANDING AT ANOTHER NEARBY ARPT, HE FOUND NO AV-GAS AVAILABLE. HE THEN ELECTED TO RETURN TO HIS ORIGINAL DESTINATION, BUT EXPERIENCED A TOTAL POWER LOSS DUE TO FUEL EXHAUSTION APRX 7 MI SHORT OF THE ARPT. A FORCED LANDING WAS MADE IN A PLOWED FIELD. DURING THE LANDING ROLL, THE NOSE GEAR WHEEL SANK IN SOFT SOIL & THE ACFT NOSED OVER. THE ELAPSED TIME FROM INITIAL TAKEOFF UNTIL THE ACCIDENT OCCURRED WAS 45 MIN. THE PLT ESTIMATED HIS FUEL REMAINING AT THE TIME OF INITIAL TAKEOFF TO BE 72 MINUTES.

## 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) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

### Findings

4. (F) TERRAIN CONDITION - SOFT

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61
<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>	431 hours (Total, all aircraft), 59 hours (Total, this make and model), 336 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N38685
<b>Model/Series:</b>	J3C-65 J3C-65	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WALTER A. CLAYTON	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	A-65
<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>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 90°
<b>Temperature:</b>	24° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SANDERSVILLE, GA (3J7)	<b>Destination:</b>	MILLEDGEVILLE, GA (MLJ)

## Airport Information

<b>Airport:</b>	BALDWIN CITY	<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>	N/A	<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): DENNIS D HENDERSON

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 National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.