



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Phenix City, AL	<b>Accident Number:</b>	ATL06CA031
<b>Date &amp; Time:</b>	01/01/2006, 1836 CST	<b>Registration:</b>	N4370P
<b>Aircraft:</b>	Piper PA-23-160	<b>Injuries:</b>	1 Serious, 1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The private pilot was on a visual flight rules cross country flight when he began encountering instrument conditions. The pilot continued into the instrument conditions for about 30 minutes before asking Atlanta Approach Control for directions to the nearest airport for landing. The controller directed the pilot to two different nearby airports but both were below minimums. The pilot informed the controller that he was low on fuel and needed to land as soon as possible. The controller directed the pilot to the Columbus Metropolitan Airport, Columbus, Georgia. The pilot told the controllers that he would attempt an Instrument approach. The pilot attempted four unsuccessful approaches with the controllers talking him through each approach. On the fifth approach, at five miles from the runway the pilot stated that both engine's quit due to fuel exhaustion. The pilot called "mayday" and during the forced landing the airplane collided with trees and the ground separating the right wing, half of the left wing, and coming to rest inverted. The pilot did not report any mechanical deficiencies with the airplane during the attempted approaches.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate decision to continue VFR flight into IMC conditions, which resulted in a loss of engine power due to fuel exhaustion.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL

### Findings

1. WEATHER CONDITION - LOW CEILING
2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) FLIGHT INTO ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH

### Findings

4. (C) FLUID,FUEL - EXHAUSTION

Occurrence #3: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING

#### Findings

5. OBJECT - TREE(S)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	Multi-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>	600 hours (Total, all aircraft), 600 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N4370P
<b>Model/Series:</b>	PA-23-160	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Roy T. Dawes	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	CSG, 397 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 400 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 70°
<b>Temperature:</b>	16°C	<b>Visibility</b>	1.5 Miles
<b>Precipitation and Obscuration:</b>	Light - Rain; Fog		
<b>Departure Point:</b>	Brooksville, FL (BKV)	<b>Destination:</b>	Winder Barrow, GA (WDR)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	32.421111, -85.248056		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Butch Wilson	<b>Adopted Date:</b>	03/28/2006
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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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