



Aviation Investigation Factual Report

Location:	STATESBORO, Georgia	Accident Number:	ATL93FA082
Date & Time:	April 27, 1993, 20:03 Local	Registration:	N9317L
Aircraft:	AMERICAN AA-1A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Instructional		

Factual Information

HISTORY OF FLIGHT

On April 27, 1993, at about 2003 eastern daylight time, an American AA1A, N9317L, and a Cessna 414A, N47WD, were destroyed following an inflight collision at the Statesboro Municipal Airport, Statesboro, Georgia. The student pilot in the American AA1A and one passenger on the Cessna 414A were fatally injured in the accident. The commercial pilot of the Cessna 414A was seriously injured, and one passenger on the Cessna 414A received minor injuries in the accident. The American AA1A was owned and being operated under 14 CFR Part 91 by the pilot, and the Cessna 414A was owned and being operated under 14 CFR Part 91 by Arkansas Aviation, Incorporated of Jonesboro, Arkansas. Visual meteorological conditions existed at the time of the accident, and neither aircraft had filed a flight plan for their respective flights. The American AA1A departed the Statesboro, Georgia Airport at approximately 1930, and was engaged in practice landings and takeoffs on Runway 5 at the time of the accident. The Cessna 414A departed Hilton Head, South Carolina at about 1930, and was landing on Runway 14 at Statesboro at the time of the accident.

Witnesses stated that the accident occurred at about two feet above ground level, immediately over the intersection of Runways 5 and 14 at the Statesboro, Georgia Airport. Statesboro Municipal Airport is an uncontrolled airport. Witnesses also stated that they observed landing and position lights on the Cessna 414A, but did not observe any lights on the American AA1A. Other pilots operating in the area, and monitoring the unicom frequency of 122.8 stated that they heard the pilot of the American AA1A transmitting the intended runway and his position on numerous occasions prior to the accident, but did not hear any transmissions from the pilot of the Cessna 414A.

The pilot of the Cessna 414A stated that he made several radio transmissions on frequency 123.0 prior to arrival at the Statesboro Airport, but did not receive any response. The frequency published for the Statesboro, Georgia Unicom is 122.8.

PERSONNEL INFORMATION

Personnel information may be found in this report under the section listed as First Pilot Information.

AIRCRAFT INFORMATION

Aircraft information may be found in this report under the section titled Aircraft Information.

METEOROLOGICAL INFORMATION

Meteorological information may be located in this report under the section titled Weather Information.

WRECKAGE AND IMPACT INFORMATION

The wreckage of the two aircraft was distributed over an area approximately 300 feet in length. The first pieces of the wreckage were located at the intersection of runway 5 and runway 14. These consisted of pieces of the Cessna nose cowling and pieces of the American right wing and engine cowling.

The American was broken into numerous small pieces, with the largest being a section of the aircraft tail. These pieces were scattered throughout the wreckage path.

The Cessna traveled approximately three hundred feet from the intersection, and veered off to the right side of runway 14. Both wings and the aircraft fuselage were partially consumed by the post crash fire. The Cessna right propeller blades were located about 150 feet from the intersection. There was orange paint visible on the propeller blades, which matched the orange paint on the American.

MEDICAL AND PATHOLOGICAL INFORMATION

The medical examiner listed the cause of death of Mr. Newman as blunt force trauma.

The Toxicology Report for Mr. Newman was negative for the use of ethanol and drugs.

ADDITIONAL INFORMATION

The wreckage of Cessna N47WD was released to Mr. Harry Brooks, the owners insurance representative, on April 29, 1993.

The wreckage of American N9317L was released to Mr. Jimmie Rickerson, the owners insurance representative, on April 29, 1993.

Pilot Information

Certificate:	Student	Age:	20,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 6, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	79 hours (Total, all aircraft), 20 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN	Registration:	N9317L
Model/Series:	AA-1A AA-1A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0017
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 23, 1992 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-235-C2C
Registered Owner:	NEWMAN, HENRY S.	Rated Power:	108 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	SAV ,51 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	19:52 Local	Direction from Accident Site:	100°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(TBR)	Type of Flight Plan Filed:	None
Destination:	(TBR)	Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	Class D;Class G

Airport Information

Airport:	STATESBORO MUNICIPAL TBR	Runway Surface Type:	Concrete
Airport Elevation:	187 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	4381 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

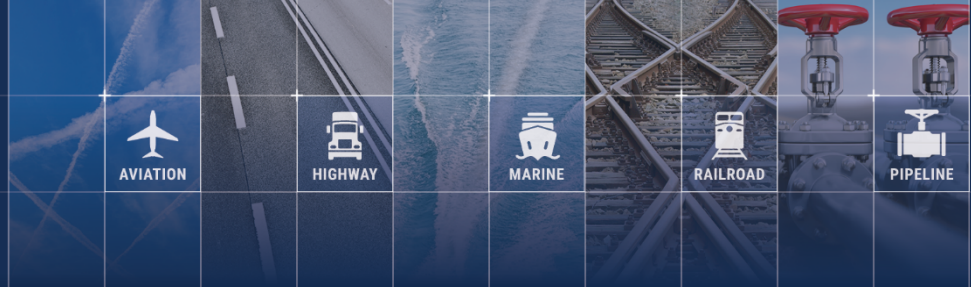
Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	32.439548,-81.770187(est)

Administrative Information

Investigator In Charge (IIC):	SASSER, ROFF
Additional Participating Persons:	ROBERT R CRAIG; COLLEGE PARK , GA
Report Date:	October 13, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3182

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



Aviation Investigation Factual Report

Location:	STATESBORO, Georgia	Accident Number:	ATL93FA082
Date & Time:	April 27, 1993, 20:03 Local	Registration:	N47WD
Aircraft:	CESSNA 414A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

See report ATL93FA082A for narrative.

Pilot Information

Certificate:	Commercial	Age:	50,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 1, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4650 hours (Total, all aircraft), 4650 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N47WD
Model/Series:	414A 414A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Provisional (Special)	Serial Number:	414A0235
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	February 17, 1993 Annual	Certified Max Gross Wt.:	6750 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-NB
Registered Owner:	ARKANSAS AIRCRAFT, INC.	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	SAV ,51 ft msl	Distance from Accident Site:	25 Nautical Miles
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Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / None	Turbulence Type Forecast/Actual:	/
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Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HILTON HEAD (49J)	Type of Flight Plan Filed:	None
Destination:	(TBR)	Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	Class D;Class G

Airport Information

Airport:	STATESBORO MUNICIPAL TBR	Runway Surface Type:	Concrete
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Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 1 Minor	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious, 1 Minor	Latitude, Longitude:	32.439548,-81.770187(est)

Administrative Information

Investigator In Charge (IIC):	SASSER, ROFF
Additional Participating Persons:	ROBERT R CRAIG; COLLEGE PARK , GA
Report Date:	October 13, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3182

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