



Aviation Investigation Final Report

Location:	Cedartown, Georgia	Accident Number:	GAA20CA021
Date & Time:	October 11, 2019, 19:04 Local	Registration:	N540ML
Aircraft:	WINGTIP TO WINGTIP LLC PANZL S-330	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

This report was modified on June 4, 2020. Please see the docket for this accident to view the original report.

The pilot in the Panzl S-330 airplane reported that he was landing and had turned on the airport runway pilot-controlled lighting about 5 miles before arriving at the airport and transmitted a 2-mile final radio call over the airport's CTAF. He landed the airplane and made "S" turns on runway 28 because "it is not possible to see the opposite threshold" when established on the runway. When the pilot began a right turn to exit the runway at the midfield taxiway, a De Havilland DHC-6 Twin Otter airplane that had initiated a takeoff roll from the opposite end of the runway impacted his airplane. The airport's runway does not have a parallel taxiway, and it is standard practice to back taxi to the departure end. The pilot in the Twin Otter reported that he transmitted his intentions to taxi to the midfield intersection and to depart from runway 10. He did not activate the pilot-controlled runway lighting but recalled that he had noticed that the pilot-controlled lighting had been turned on, and he taxied to the hold short line and did not see any airplanes. He back taxied to the approach end of runway 10 and maneuvered his airplane to take off. During the takeoff roll, the airplane's left wing struck the Panzl S-330. Neither pilot recalled hearing radio transmissions on the CTAF. The Twin Otter sustained substantial damage to the left wing spar. Both pilots reported that there were no preaccident mechanical failures or malfunctions with their airplanes that would have precluded normal operation.

Probable Cause and Findings

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

This report was modified on June 4, 2020. Please see the docket for this accident to view the original report.

The departing pilot's failure to see and avoid the arriving airplane as it was turning off the runway from which the departing pilot was taking off.

Findings

Environmental issues	Aircraft - Effect on operation
Personnel issues	Monitoring other aircraft - Pilot of other aircraft

Factual Information

History of Flight

Taxi	Ground collision (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	Glider	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	December 9, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 29, 2019
Flight Time:	(Estimated) 2465 hours (Total, all aircraft), 665 hours (Total, this make and model), 2421 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WINGTIP TO WINGTIP LLC	Registration:	N540ML
Model/Series:	PANZL S-330	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	008
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 9, 2019 Condition	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	752.3 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-540 G1D5
Registered Owner:	On file	Rated Power:	330 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KPUJ, 1290 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	02:55 Local	Direction from Accident Site:	122°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	17°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tazewell, TN (3A2)	Type of Flight Plan Filed:	None
Destination:	Cedartown, GA (4A4)	Type of Clearance:	None
Departure Time:	19:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	Polk County Airport- Cornelius 4A4	Runway Surface Type:	Asphalt
Airport Elevation:	973 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.018611,-85.146385(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Michael

Additional Participating Persons:

Original Publish Date: May 21, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=100426>

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 Final Report

Location:	Cedartown, Georgia	Accident Number:	GAA20CA021
Date & Time:	October 11, 2019, 19:04 Local	Registration:	N166DH
Aircraft:	De Havilland DHC 6 TWIN OTTER	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	11 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

This report was modified on June 4, 2020. Please see the docket for this accident to view the original report.

The pilot in the Panzl S-330 airplane reported that he was landing and had turned on the airport runway pilot-controlled lighting about 5 miles before arriving at the airport and transmitted a 2-mile final radio call over the airport's CTAF. He landed the airplane and made "S" turns on runway 28 because "it is not possible to see the opposite threshold" when established on the runway. When the pilot began a right turn to exit the runway at the midfield taxiway, a De Havilland DHC-6 Twin Otter airplane that had initiated a takeoff roll from the opposite end of the runway impacted his airplane. The airport's runway does not have a parallel taxiway, and it is standard practice to back taxi to the departure end. The pilot in the Twin Otter reported that he transmitted his intentions to taxi to the midfield intersection and to depart from runway 10. He did not activate the pilot-controlled runway lighting but recalled that he had noticed that the pilot-controlled lighting had been turned on, and he taxied to the hold short line and did not see any airplanes. He back taxied to the approach end of runway 10 and maneuvered his airplane to take off. During the takeoff roll, the airplane's left wing struck the Panzl S-330. Neither pilot recalled hearing radio transmissions on the CTAF. The Twin Otter sustained substantial damage to the left wing spar. Both pilots reported that there were no preaccident mechanical failures or malfunctions with their airplanes that would have precluded normal operation.

Probable Cause and Findings

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

This report was modified on June 4, 2020. Please see the docket for this accident to view the original report.

The departing pilot's failure to see and avoid the arriving airplane as it was turning off the runway from which the departing pilot was taking off.

Findings

Environmental issues	Aircraft - Effect on operation
Personnel issues	Monitoring other aircraft - Pilot

Factual Information

History of Flight

Takeoff	Ground collision
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Pilot Information

Certificate:	Commercial	Age:	73,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 None	Last FAA Medical Exam:	August 1, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	De Havilland	Registration:	N166DH
Model/Series:	DHC 6 TWIN OTTER 100	Aircraft Category:	Airplane
Year of Manufacture:	1967	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	66
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:		Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:		Engine Model/Series:	PT6A
Registered Owner:	Sdp Llc	Rated Power:	
Operator:	Sdp Llc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KPUJ, 1290 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	02:55 Local	Direction from Accident Site:	122°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	17°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cedartown, GA (4A4)	Type of Flight Plan Filed:	None
Destination:	Cedartown, GA (4A4)	Type of Clearance:	None
Departure Time:	19:04 Local	Type of Airspace:	Class G

Airport Information

Airport:	Polk County Airport- Cornelius 4A4	Runway Surface Type:	Asphalt
Airport Elevation:	973 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	10 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	11 None	Latitude, Longitude:	34.018611,-85.146385(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Michael

Additional Participating Persons:

Original Publish Date: May 21, 2020

Last Revision Date:

Investigation Class: [Class](#)

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