



Aviation Investigation Final Report

Location:	KENNESAW, Georgia	Accident Number:	ATL83LA323
Date & Time:	August 12, 1983, 11:30 Local	Registration:	N5500C
Aircraft:	BELLANCA 8-KCAB-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

BOTH AIRCRAFT WERE TAXIING SIMULTANEOUSLY, IN OPPOSITE DIRECTIONS ON THE SINGLE PARALLEL TAXIWAY. N5500C WAS EAST BOUND FOR TAKEOFF. N69113 WAS WESTBOUND ON THE TAXIWAY AFTER LANDING ON RUNWAY 27 AND A TURN ONTO THE TAXIWAY. THE PILOT OF N5500C STATED THAT THEY TAXIED FROM THE PARKING RAMP AND PRIOR TO ENTERING THE TAXIWAY DID NOT SEE ANY AIRCRAFT ON THE TAXIWAY. NOR DID HE RECALL SEEING AN AIRPLANE ON FINAL APPROACH TO THE RUNWAY AS HE TAXIED. THE PILOT ALSO STATED THAT HE HEARD A TRANSMISSION ON UNICOM BUT HE DID NOT UNDERSTAND THE WORDS. A GROUND WITNESS STATED THAT HE HEARD THREE CALLS FROM N69113 ON UNICOM REQUESTING THAT N5500C STOP. BOTH AIRCRAFT WERE SUBSTANTIALLY DAMAGED. BOTH PILOTS SAID THAT THE TAXIWAY WAS TOO NARROW FOR THE AIRCRAFT TO PASS EACH OTHER. THE PILOT OF N69113 STATED THAT HE DECLINED TO TAXI OFF THE TAXIWAY FOR FEAR OF A PROPELLER STRIKE ON THE TAXIWAY EDGE DUE TO A DROPOFF.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. (F) INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	32, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 26, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 150 hours (Total, this make and model), 4650 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N5500C
Model/Series:	8-KCAB-150 8-KCAB-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	401-78
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 12, 1982 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	320 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	395 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	AEIO-320-E2B
Registered Owner:	FLYING S ENTERPRISES	Rated Power:	150 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:	Day
Observation Facility, Elevation:	FTY ,840 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	10:50 Local	Direction from Accident Site:	16°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	MCCOLLUM BA4	Runway Surface Type:	
Airport Elevation:	1030 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.020462,-84.609878(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

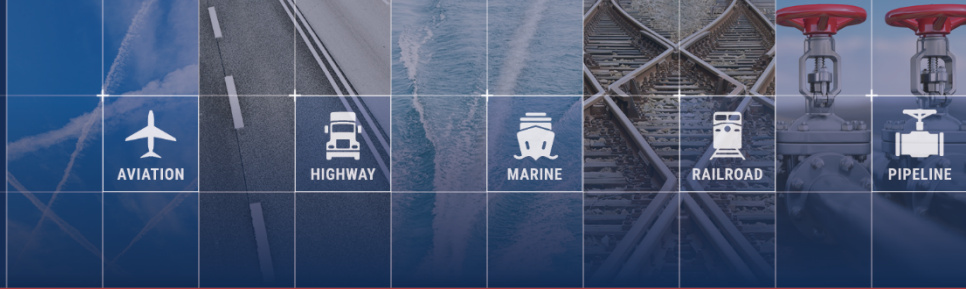
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6164>

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:	KENNESAW, Georgia	Accident Number:	ATL83LA323
Date & Time:	August 12, 1983, 11:30 Local	Registration:	N69113
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

BOTH AIRCRAFT WERE TAXIING SIMULTANEOUSLY, IN OPPOSITE DIRECTIONS ON THE SINGLE PARALLEL TAXIWAY. N5500C WAS EAST BOUND FOR TAKEOFF. N69113 WAS WESTBOUND ON THE TAXIWAY AFTER LANDING ON RUNWAY 27 AND A TURN ONTO THE TAXIWAY. THE PILOT OF N5500C STATED THAT THEY TAXIED FROM THE PARKING RAMP AND PRIOR TO ENTERING THE TAXIWAY DID NOT SEE ANY AIRCRAFT ON THE TAXIWAY. NOR DID HE RECALL SEEING AN AIRPLANE ON FINAL APPROACH TO THE RUNWAY AS HE TAXIED. THE PILOT ALSO STATED THAT HE HEARD A TRANSMISSION ON UNICOM BUT HE DID NOT UNDERSTAND THE WORDS. A GROUND WITNESS STATED THAT HE HEARD THREE CALLS FROM N69113 ON UNICOM REQUESTING THAT N5500C STOP. BOTH AIRCRAFT WERE SUBSTANTIALLY DAMAGED. BOTH PILOTS SAID THAT THE TAXIWAY WAS TOO NARROW FOR THE AIRCRAFT TO PASS EACH OTHER. THE PILOT OF N69113 STATED THAT HE DECLINED TO TAXI OFF THE TAXIWAY FOR FEAR OF A PROPELLER STRIKE ON THE TAXIWAY EDGE DUE TO A DROPOFF.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
2. (F) INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	40, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 18, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6062 hours (Total, all aircraft), 4020 hours (Total, this make and model), 5907 hours (Pilot In Command, all aircraft), 255 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N69113
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15282490
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 2, 1983 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2606 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	BIG SHANTY AVIATION	Rated Power:	110 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:	Day
Observation Facility, Elevation:	FTY ,840 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	10:50 Local	Direction from Accident Site:	16°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MCCOLLUM BA4	Runway Surface Type:	
Airport Elevation:	1030 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.020462,-84.609878(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6164>

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