



Aviation Investigation Final Report

Location:	LAGRANGE, Georgia	Accident Number:	ATL91LA181
Date & Time:	September 26, 1991, 17:15 Local	Registration:	N26004
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

A J-5 AND PA-38-112 COLLIDED ON A TAXIWAY WHILE PREPARING FOR VISUAL DEPARTURES FROM THE SAME RUNWAY. THE PA-38 FLIGHT INSTRUCTOR AND STUDENT PILOT WERE CONDUCTING A BEFORE TAKEOFF RUNUP WHEN THEY NOTICED THAT THE COLLISION WAS POSSIBLE. THE PA-38 PILOTS ATTEMPTED TO AVOID THE COLLISION BUT WERE UNABLE TO EXIT THE TAXIWAY BEFORE THE COLLISION. ACCORDING TO THE J-5 PILOT, HE WAS NOT 'S' TURNING, WHICH IS A NORMAL PROCEDURE FOR TAXIING CONVENTIONAL GEAR AIRPLANES, AND FAILED TO SEE THE PIPER IN SUFFICIENT TIME TO AVOID THE COLLISION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE OTHER PILOT'S FAILURE TO MAINTAIN ADEQUATE VISUAL LOOKOUT.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING

Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	22, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	None Valid Medical—no waivers/lim.	Last FAA Medical Exam:	August 29, 1990
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	725 hours (Total, all aircraft), 108 hours (Total, this make and model), 630 hours (Pilot In Command, all aircraft), 190 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N26004
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-81A0091
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 28, 1991 Continuous airworthiness	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2A
Registered Owner:	LAGRANGE FLYING CLUB	Rated Power:	112 Horsepower
Operator:	LAGRANGE FLYING CLUB	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:	LGC ,690 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:15 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 9°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:	LAGRANGE-CALLAWAY LGC	Runway Surface Type:	Asphalt
Airport Elevation:	690 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3600 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

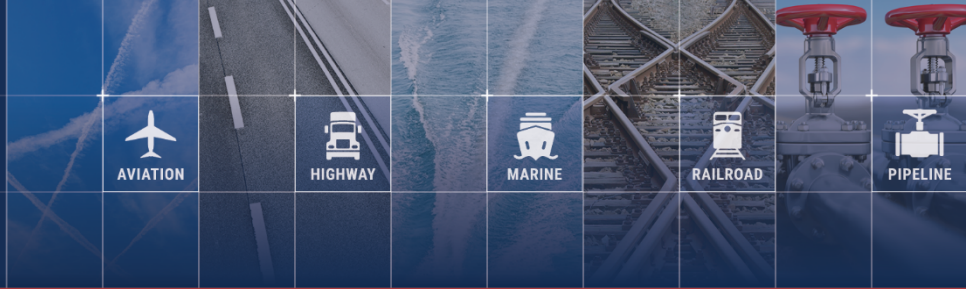
Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.039791,-85.119857(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	JOHN CORBETT; COLLEGE PARK , GA
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8478

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:	LAGRANGE, Georgia	Accident Number:	ATL91LA181
Date & Time:	September 26, 1991, 17:15 Local	Registration:	N67174
Aircraft:	STINSON L-5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A J-5 AND PA-38-112 COLLIDED ON A TAXIWAY WHILE PREPARING FOR VISUAL DEPARTURES FROM THE SAME RUNWAY. THE PA-38 FLIGHT INSTRUCTOR AND STUDENT PILOT WERE CONDUCTING A BEFORE TAKEOFF RUNUP WHEN THEY NOTICED THAT THE COLLISION WAS POSSIBLE. THE PA-38 PILOTS ATTEMPTED TO AVOID THE COLLISION BUT WERE UNABLE TO EXIT THE TAXIWAY BEFORE THE COLLISION. ACCORDING TO THE J-5 PILOT, HE WAS NOT 'S' TURNING, WHICH IS A NORMAL PROCEDURE FOR TAXIING CONVENTIONAL GEAR AIRPLANES, AND FAILED TO SEE THE PIPER IN SUFFICIENT TIME TO AVOID THE COLLISION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE J-5 PILOT'S FAILURE TO MAINTAIN ADEQUATE VISUAL LOOKOUT.

Findings

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

Findings

1. OBJECT - AIRCRAFT PARKED/STANDING
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 6, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	996 hours (Total, all aircraft), 120 hours (Total, this make and model), 916 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N67174
Model/Series:	L-5 L-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	76-397
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 1, 1990 Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2581 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-435C
Registered Owner:	WILSON, MICHAEL W	Rated Power:	190 Horsepower
Operator:	WILSON, MICHAEL W	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:	LGC ,690 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:15 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAGRANGE , GA (LGC)	Type of Flight Plan Filed:	None
Destination:	COLUMBUS , GA (CSG)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAGRANGE-CALLAWAY LGC	Runway Surface Type:	Asphalt
Airport Elevation:	690 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3600 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.039791,-85.119857(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	JOHN CORBETT; COLLEGE PARK , GA
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8478

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