



Aviation Investigation Final Report

Location:	CARTERSVILLE, Georgia	Accident Number:	ATL92LA001
Date & Time:	October 3, 1991, 15:15 Local	Registration:	N5282X
Aircraft:	CHAMPION 7KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT AFTER LANDING, HE LOST CONTROL OF THE AIRCRAFT. HE APPLIED FULL POWER IN AN ATTEMPT TO REGAIN CONTROL OF THE AIRPLANE ON THE GROUND, BUT THE AIRPLANE BECAME AIRBORNE INSTEAD. HE REALIZED THAT HE COULD NOT CLEAR OBSTACLES IN HIS FLIGHT PATH AND ELECTED TO LAND THE AIRCRAFT IN THE ROUGH TERRAIN ON THE SIDE OF THE RUNWAY. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE, HOWEVER, NEITHER THE PILOT NOR HIS PASSENGER WERE INJURED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT DURING THE LANDING ROLL AND THE IMPROPER REMEDIAL ACTION TAKEN BY THE PILOT TO REGAIN CONTROL OF THE AIRPLANE.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

2. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	August 9, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	975 hours (Total, all aircraft), 11 hours (Total, this make and model), 925 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N5282X
Model/Series:	7KCAB 7KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	216
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 10, 1991 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	26 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1508 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	10-320-E2A
Registered Owner:	SHANK, ALLEN & CARTER, F. J.	Rated Power:	150 Horsepower
Operator:	SHANK, ALLEN & CARTER, F. J.	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:	PDK ,1002 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	100°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KENNESAW , GA (RYY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	BARTON CO. 6A0	Runway Surface Type:	Asphalt
Airport Elevation:	756 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	34.160907,-84.800712(est)

Administrative Information

Investigator In Charge (IIC):	Sasser iii, Roff
Additional Participating Persons:	DAVID DEES; ATLANTA , GA
Original Publish Date:	February 8, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8529

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](#).