



National Transportation Safety Board Aviation Accident Final Report

Location:	CARTERSVILLE, GA	Accident Number:	ATL92LA001
Date & Time:	10/03/1991, 1515 EDT	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:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	08/09/1989
Occupational Pilot:		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:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	216
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/10/1991, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	26 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1508 Hours	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 hp
Operator:	SHANK, ALLEN & CARTER, F. J.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PDK, 1002 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	1450 EDT	Direction from Accident Site:	100°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
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:			
Departure Point:	KENNESAW, GA (RYY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1430 EDT	Type of Airspace:	Class G

Airport Information

Airport:	BARTON CO. (6A0)	Runway Surface Type:	Asphalt
Airport Elevation:	756 ft	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:	

Administrative Information

Investigator In Charge (IIC):	ROFF H SASSER, III	Report Date:	02/08/1993
Additional Participating Persons:	DAVID DEES; ATLANTA, GA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).