



National Transportation Safety Board Aviation Accident Data Summary

Location:	MARIETTA, GA	Accident Number:	ATL82DA123A
Date & Time:	05/01/1982, 1600 EDT	Registration:	N3715S
Aircraft:	CESSNA 172E	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE CESSNA 172 PILOT PERFORMED HIS PREFLIGHT ENGINE RUN-UP ON THE TAXIWAY, THEN WAITED FOR A TWIN ENGINE AIRCRAFT TO LAND. HE REPORTED THAT AFTER THE TWIN ENGINE LANDED, HE RADIOED HIS INTENTION, DOUBLE CHECKED THE FINAL APPROACH AREA, AND WITH NO OTHER AIRCRAFT IN SIGHT, HE TAXIED ONTO THE RUNWAY. WHILE THE CESSNA 172 PILOT WAS WAITING FOR THE TWIN ENGINE AIRCRAFT TO LAND, A BOEING A75N1 (STEARMAN) PILOT EXTENDED HIS PATTERN AND TURNED ON A LONG FINAL APPROACH. THE STEARMAN PILOT REPORTED THAT HE DID THIS TO ALLOW THE TWIN ENGINE PLANE TO LAND AHEAD OF HIM. AS THE STEARMAN PILOT CONTINUED, HE DID NOT SEE THE BEIGE COLORED CESSNA 172 TAXI ONTO THE RUNWAY. HE REPORTED THAT THE VISIBILITY WAS POOR FROM THE BACK SEAT. ALSO, THE STEARMAN WAS NOT EQUIPPED WITH A RADIO. AS THE CESSNA PILOT ADVANCED HIS POWER TO TAKEOFF, HIS LEFT WING WAS STRUCK BY THE STEARMAN'S LANDING GEAR.

Probable Cause

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: TAKEOFF - ROLL/RUN

Findings

1. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. (F) VISUAL/AURAL DETECTION - PILOT OF OTHER AIRCRAFT

Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	1112 hours (Total, all aircraft), 100 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3715S
Model/Series:	172E 172E	Engines:	1 Reciprocating
Operator:	JOHN B. ROPER	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	O-300-D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	75° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	MARIETTA, GA (8A4)	Destination:	MARIETTA, GA (8A4)

Airport Information

Airport:	MCCOLLUM (8A4)	Runway Surface Type:	Asphalt
Runway Used:	9	Runway Surface Condition:	Dry
Runway Length/Width:	4580 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):

Adopted Date: 05/01/1983

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.