



National Transportation Safety Board Aviation Accident Final Report

Location:	MARIETTA, GA	Accident Number:	ATL82DA123B
Date & Time:	05/01/1982, 1600 EDT	Registration:	N74189
Aircraft:	BOEING A75N1	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE BOEING A75N1 (STEARMAN) PILOT REPORTED THAT A LONG FINAL APPROACH WAS FLOWN TO ALLOW ROOM FOR A TWIN ENGINE AIRCRAFT TO LAND IN FRONT OF HIM. HE CONTINUED LANDING, BUT DID NOT SEE A BEIGE COLORED CESSNA 172 ON THE RUNWAY. HE REPORTED THAT THE VISIBILITY WAS VERY POOR FROM THE BACK SEAT OF THE STEARMAN. AS HE WAS ABOUT TO TOUCHDOWN, THE LANDING GEAR STRUCK THE LEFT WING OF THE CESSNA 172. THE PILOT HEARD THE SOUND OF METAL, BUT WAS UNAWARE THAT HIS PLANE HAD HIT ANOTHER AIRCRAFT UNTIL HE TAXIED TO THE HANGAR. THE CESSNA PILOT STATED THAT HE HAD WAITED FOR THE TWIN ENGINE TO LAND, ANNOUNCED HIS INTENTION ON THE RADIO, BUT SAW NO AIRCRAFT ON FINAL. HE TAXIED ONTO THE RUNWAY TO HOLD, AND THEN AS HE ADVANCED POWER TO TAKEOFF, THE COLLISION OCCURRED. THE STEARMAN WAS NOT EQUIPPED WITH A RADIO.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

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

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/27/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	485 hours (Total, all aircraft), 485 hours (Total, this make and model), 374 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N74189
Model/Series:	A75N1 A75N1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	75717
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	9 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1163 Hours	Engine Manufacturer:	P & W
ELT:	Installed	Engine Model/Series:	R-985
Registered Owner:	JAMES A. SETTLE	Rated Power:	450 hp
Operator:	JAMES A. SETTLE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	75° C / 0° C
Precipitation and Obscuration:			
Departure Point:	MARIETTA, GA (8A4)	Type of Flight Plan Filed:	None
Destination:	MARIETTA, GA (8A4)	Type of Clearance:	None
Departure Time:	1500	Type of Airspace:	

Airport Information

Airport:	MCCOLLUM (8A4)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	4580 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):		Report Date:	05/01/1983
Additional Participating Persons:			
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](#).