



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	LAWRENCEVILLE, GA	<b>Accident Number:</b>	ATL82FA261
<b>Date &amp; Time:</b>	09/01/1982, 2020 EDT	<b>Registration:</b>	N3247A
<b>Aircraft:</b>	CESSNA 170B	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING THE RETURN FLT TO STONE MOUNTAIN ARPT, THE PLT CONTACTED APPROACH CONTROL & REQUESTED VECTORS TO THE GWINNETT COUNTY ARPT AT LAWRENCEVILLE, GA. THE PLT REPORTED THAT HE HAD BEEN GOING AROUND THUNDERSTORMS & IT WAS TURNING DARK. SEVERAL MINUTES LATER THE PLT ASKED HOW TO TURN ON THE RWY LIGHTS & STATED HE HAD THE ROTATING BEACON IN SIGHT. A CFI AT THE ARPT OBSERVED THE PLANE FLY OVER THE ARPT AT 300 TO 400 FT GENERALLY ALIGNED WITH RWY 7. THE RWY LIGHTS WERE OUT DUE TO THE MAIN CIRCUIT BREAKER BEING TRIPPED BY LIGHTNING. THE ACFT WAS THEN OBSERVED ENTERING A WINGS LEVEL, STEEP DESCENT WHICH CONTINUED UNTIL THE ACFT WAS OBSCURED FROM VIEW BY RAIN & FOG. THE WRECKAGE WAS LOCATED ABOUT 1/4 MI EAST OF THE DEPARTURE END OF RWY 7. THE FLAP ACTUATOR WAS IN THE MECHANICAL POSITION CORRESPONDING TO A 40 DEG FLAP SETTING.

## Probable Cause

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

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: DESCENT - NORMAL

### Findings

1. (F) WEATHER CONDITION - HAZE/SMOKE
  2. (F) WEATHER CONDITION - FOG
  3. (F) WEATHER CONDITION - RAIN
  4. (F) WEATHER CONDITION - THUNDERSTORM
  5. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH

### Findings

6. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
7. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

## Pilot Information

Certificate:	Private	Age:	54
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	1047 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3247A
Model/Series:	170B 170B	Engines:	1 Reciprocating
Operator:	FRANKLIN A. BUCHANAN JR.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	O-300-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PDK, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 3000 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 180°
Temperature:	78° C	Visibility	2 Miles
Precipitation and Obscuration:			
Departure Point:	STONE MOUNTAIN, GA (00A)	Destination:	STONE MOUNTAIN, GA (00A)

## Airport Information

Airport:	GWINETT COUNTY (17A)	Runway Surface Type:	Asphalt
Runway Used:	7	Runway Surface Condition:	Wet
Runway Length/Width:	4000 ft / 75 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):

Adopted Date: 09/01/1983

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.