



National Transportation Safety Board Aviation Accident Final Report

Location:	STATESBORO, GA	Accident Number:	ATL93FA082B
Date & Time:	04/27/1993, 2003 EDT	Registration:	N47WD
Aircraft:	CESSNA 414A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious, 1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

A STUDENT PILOT IN AMERICAN AA-1A, N9317L, WAS ON AN APPROACH TO LAND ON RUNWAY 5 OF THE UNCONTROLLED AIRPORT, AS A COMMERCIAL PILOT IN CESSNA 414A, N47WD, WAS ON AN APPROACH TO LAND ON RUNWAY 14. THE TWO RUNWAYS INTERSECTED NEAR THEIR APPROACH ENDS. THE TWO AIRCRAFT COLLIDED AS THEY WERE ABOUT TO TOUCH DOWN AT DUSK OVER THE INTERSECTION. WITNESSES ON THE GROUND STATED THAT THEY OBSERVED LIGHTS ON THE CESSNA, BUT DID NOT OBSERVE ANY LIGHTS ON THE AMERICAN. WITNESSES IN OTHER AIRCRAFT IN THE AREA STATED THAT THEY HEARD THE PILOT OF THE AMERICAN ANNOUNCING HIS POSITION IN THE TRAFFIC PATTERN AND LANDING INTENTIONS, BUT DID NOT HEAR THE PILOT OF THE CESSNA ON THE UNICOM FREQUENCY. THE PILOT OF THE CESSNA STATED THAT HE ANNOUNCED HIS INTENTION TO LAND ON RUNWAY 14 OVER UNICOM FREQUENCY 123.0. THE PUBLISHED UNICOM FREQUENCY FOR THE STATESBORO AIRPORT WAS 122.8.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE VISUAL LOOKOUT BY THE PILOTS OF BOTH AIRCRAFT. FACTORS RELATED TO THE ACCIDENT WERE: FAILURE OF THE PILOT OF N9317L TO ILLUMINATE HIS AIRCRAFT NAVIGATION LIGHTS, AND IMPROPER RADIO COMMUNICATIONS BY THE PILOT OF N47WD BY SELECTING THE WRONG UNICOM FREQUENCY TO MONITOR AND ANNOUNCE HIS LANDING INTENTIONS AND POSITION.

Findings

Occurrence #1: MIDAIR COLLISION

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DUSK
2. (F) UNICOM - NOT SELECTED - PILOT IN COMMAND
3. (F) EXTERIOR/NAV LIGHT(S) - NOT USED - PILOT OF OTHER AIRCRAFT
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

See report ATL93FA082A for narrative.

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/01/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4650 hours (Total, all aircraft), 4650 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N47WD
Model/Series:	414A 414A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Provisional; Normal	Serial Number:	414A0235
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	02/17/1993, Annual	Certified Max Gross Wt.:	6750 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-NB
Registered Owner:	ARKANSAS AIRCRAFT, INC.	Rated Power:	310 hp
Operator:	ARKANSAS AIRCRAFT, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	SAV, 51 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1952 EDT	Direction from Accident Site:	100°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 10° C
Precipitation and Obscuration:			
Departure Point:	HILTON HEAD, SC (49J)	Type of Flight Plan Filed:	None
Destination:	(TBR)	Type of Clearance:	None
Departure Time:	1930 EDT	Type of Airspace:	Class D; Class G

Airport Information

Airport:	STATESBORO MUNICIPAL (TBR)	Runway Surface Type:	Concrete
Airport Elevation:	187 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 1 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROFF H SASSER	Report Date:	12/02/1994
Additional Participating Persons:	ROBERT R CRAIG; COLLEGE PARK, 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](#).