



Aviation Investigation Final Report

Location:	SHERMAN, Texas	Accident Number:	FTW93LA265
Date & Time:	September 23, 1993, 15:15 Local	Registration:	N7FD
Aircraft:	PITTS S1-T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE U. S. NATIONAL AEROBATICS CHAMPIONSHIPS, TWO PITTS AIRCRAFT INVOLVED IN THE COMPETITION WERE TAXIING. ONE WAS INBOUND FROM LANDING, AND THE OTHER WAS A DEPARTURE. THE TWO AIRCRAFT COLLIDED ON A 75 FOOT WIDE TAXIWAY. TAXIING WAS NOT MONITORED BY ATC.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE TO MAINTAIN VISUAL LOOKOUT BY THE PILOTS OF BOTH AIRCRAFT.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

On September 23, 1993, approximately 1515 central daylight time, a Pitts S1-T, N7FD, and a Pitts S2B, N15AV, collided during taxi at Grayson County Airport, Sherman, Texas. Neither of the pilots were injured and both aircraft sustained substantial damage. Visual meteorological conditions prevailed and no flight plans were filed.

Both aircraft were participating in the United States National Aerobatics Championships. N7FD was taxiing for takeoff and N15AV was taxiing inbound following landing. The area where the collision occurred is a 75 foot wide taxiway which runs parallel to runway 17/35. N7FD was north bound and N15AV was south bound.

A temporary control tower was in operation at the time of the collision and available information is that both aircraft were cleared to taxi and were instructed to monitor tower. By letter of agreement, the temporary tower was not responsible for monitoring taxi operations.

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 9, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6675 hours (Total, all aircraft), 438 hours (Total, this make and model), 6420 hours (Pilot In Command, all aircraft), 104 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N7FD
Model/Series:	S1-T S1-T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	1033
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 8, 1993 Annual	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	514 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	AEIO-360-A1E
Registered Owner:	DELACERDA, FRED G.	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	F39 ,749 ft msl	Distance from Accident Site:	
Observation Time:	14:52 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	34°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	GRAYSON COUNTY F39	Runway Surface Type:	
Airport Elevation:	749 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

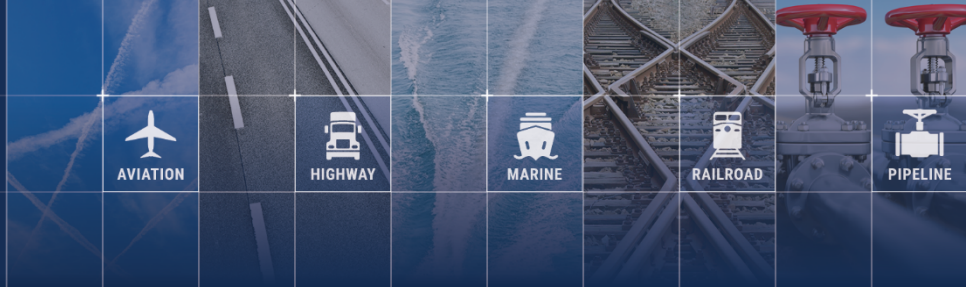
Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.609077,-96.599487(est)

Administrative Information

Investigator In Charge (IIC):	WIEMEYER,, NORMAN
Additional Participating Persons:	EARL E HENRY; DALLAS , TX
Original Publish Date:	August 1, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18836

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



Aviation Investigation Final Report

Location:	SHERMAN, Texas	Accident Number:	FTW93LA265
Date & Time:	September 23, 1993, 15:15 Local	Registration:	N15AV
Aircraft:	PITTS S2B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE U. S. NATIONAL AEROBATICS CHAMPIONSHIPS, TWO PITTS AIRCRAFT INVOLVED IN THE COMPETITION WERE TAXIING. ONE WAS INBOUND FROM LANDING, AND THE OTHER WAS A DEPARTURE. THE TWO AIRCRAFT COLLIDED ON A 75 FOOT WIDE TAXIWAY. TAXIING WAS NOT MONITORED BY ATC.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE TO MAINTAIN VISUAL LOOKOUT BY THE PILOTS IN COMMAND OF BOTH AIRCRAFT.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

Refer to narrative for FTW 93-L-A265A.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Private	Age:	37, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 30, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	7950 hours (Total, all aircraft), 127 hours (Total, this make and model), 3450 hours (Pilot In Command, all aircraft), 170 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N15AV
Model/Series:	S2B S2B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	5228
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 15, 1992 Annual	Certified Max Gross Wt.:	1625 lbs
Time Since Last Inspection:	139 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	253 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	HC AND NR, INC.	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	F39 ,749 ft msl	Distance from Accident Site:	
Observation Time:	14:52 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	34°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:25 Local	Type of Airspace:	

Airport Information

Airport:	GRAYSON COUNTY F39	Runway Surface Type:	
Airport Elevation:	749 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.609077,-96.599487(est)

Administrative Information

Investigator In Charge (IIC):	WIEMEYER, NORMAN
Additional Participating Persons:	EARL E HENRY; DALLAS , TX
Original Publish Date:	August 1, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18836

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).