



Aviation Investigation Final Report

Location:	N. MYRTLE BEACH, South Carolina	Accident Number:	ATL95LA148
Date & Time:	July 26, 1995, 15:20 Local	Registration:	N3036M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

THE AIRCRAFT HAD BEEN STOPPED ADJACENT TO THE RUNWAY WHILE THE PILOT SWITCHED THE TOW HOOK TO CONTINUE HIS BANNER TOWING OPERATION. THE BANNER HANDLING PERSONNEL WERE ABOUT 1/4 MILE DOWN THE RUNWAY. THE PILOT WAS IN THE PROCESS OF STARTING THE ENGINE BY 'HAND PROPPING', BECAUSE THE AIRPLANE WAS NOT EQUIPPED WITH AN ELECTRIC STARTING SYSTEM. THERE WERE NO CHOCKS IN THE AIRCRAFT TO 'BRAKE' THE WHEELS, AND THE THROTTLE WAS PARTIALLY ADVANCED. ONCE STARTED, THE AIRCRAFT TAXIED AWAY FROM HIM, AND COLLIDED WITH A DITCH, RESULTING IN SUBSTANTIAL DAMAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER STARTING PROCEDURE USED BY THE PILOT IN THAT HE FAILED TO USE WHEEL CHOCKS TO PRECLUDE AIRCRAFT MOVEMENT. ADDITIONALLY, THE THROTTLE WAS NOT PLACED IN THE IDLE POSITION.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. TERRAIN CONDITION - DITCH
2. (C) STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

Factual Information

On July 26, 1995, about 1520 eastern daylight time, a Piper PA-12, N3036M, collided with a ditch, following a rapid engine acceleration, during hand starting by the pilot, at North Myrtle Beach, South Carolina. The airplane was operated by Barnstormers Flite Signs, Inc. under the provisions of 14 CFR Part 91, and visual flight rules. No flight plan was filed for the local banner tow operation. There were no injuries to the commercial pilot, and the airplane was substantially damaged. The flight was originating at the time of the accident.

The pilot had stopped the airplane about 1/4 mile from the operator's banner handling personnel to change hooks. The operator stated that chocks should have been in the airplane to accommodate "hand propping," since the airplane is not equipped with an electrical/starting system. There were no chocks in the airplane at the time of the accident. The operator also stated that the throttle was not in the idle position, and when the engine started the airplane taxied away from the pilot and into a ditch.

Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 12, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft), 75 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3036M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	12-1581
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 25, 1994 100 hour	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4000 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-A
Registered Owner:	BARNSTORMER FLITE SIGNS, INC.	Rated Power:	150 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:	CRE ,33 ft msl	Distance from Accident Site:	
Observation Time:	15:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	6 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(CRE)	Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	GRAND STRAND CRE	Runway Surface Type:	Asphalt
Airport Elevation:	33 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	5996 ft / 100 ft	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:	

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	DAVE SEXTON; S. COLUMBIA , SC
Original Publish Date:	February 14, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3606

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