



Aviation Investigation Final Report

Location:	NORTH LAS VEGAS, Nevada	Accident Number:	LAX99LA059
Date & Time:	December 27, 1998, 16:30 Local	Registration:	N87714
Aircraft:	Piper J3C-65	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The Cessna TR182 had been in the run-up area approximately 2 minutes conducting pretakeoff checks. It was on an easterly heading on the first run-up marker. The pilot of the Piper J3, who was in the rear seat, was going to conduct a run-up prior to taking the aircraft in for annual inspection. As he was taxiing north to the run-up area, he had aircraft parked on his left side, a Cherokee approaching from the 1 o'clock position, and a Twin Otter approaching from the 4 o'clock position. As he neared the spot where he planned to conduct his run-up he saw the Cessna. He shut down his engine and applied the brakes but was unable to stop before hitting the Cessna. His right wing scraped the bottom of the Cessna wing. His propeller struck its right horizontal stabilizer and elevator causing substantial damage. The Piper sustained minor damage to its propeller. The Piper pilot stated he had thoroughly scanned the run-up area and did not see the Cessna. He felt it had either blended in with the background or was in a blind spot.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot-in-command to determine the taxiway was clear and to see and avoid the stationary Cessna TR182.

Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)
Phase of Operation: TAXI

Findings

1. OBJECT - AIRCRAFT PARKED/STANDING
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On December 27, 1998, about 1630 hours Pacific standard time, a Piper J3C-65, N87714, collided with the elevator and horizontal stabilizer of a Cessna TR182, N882WS, in the run-up area of the North Las Vegas, Nevada, airport. Each aircraft was being operated by its private pilot/owner, the sole occupant, under the provisions of 14 CFR Part 91. The Cessna was preparing to depart for St. George, Utah, where an annual inspection was to be completed. The Piper was not intending to fly. Its owner was going to perform an engine run-up prior to maintenance. Neither pilot was injured. Visual meteorological conditions prevailed and the Cessna pilot did not file a flight plan. The Piper sustained minor damage; the Cessna sustained substantial damage.

The Cessna pilot had been parked on the first run-up marker for approximately 2 minutes conducting the takeoff checklist. His aircraft was on a heading of approximately 090 degrees. The Piper pilot, who occupied the rear seat, came out of the hangar area west of the tower and proceeded in a northerly direction toward the run-up area. There were airplanes parked on his left side, a Cherokee approaching him from the 1 o'clock position, and a Twin Otter approaching from his 4 o'clock position. As he neared the spot where he intended to do his run-up, he saw the Cessna. He shut off his engine and hit the brakes but was unable to avoid the Cessna. The pilot stated that he had thoroughly scanned the run-up area, but did not see the airplane. He believes it either blended in with the hangars behind it or was in a blind spot.

The right wing of the Piper was lightly scratched when it went under the right wing of the Cessna. However, the propeller struck the right horizontal stabilizer and elevator of the Cessna TR182 causing substantial damage.

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
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:	December 10, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1767 hours (Total, all aircraft), 1091 hours (Total, this make and model), 1660 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N87714
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15372
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 26, 1997 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	151 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2774 Hrs	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	C-75-12F
Registered Owner:	LYNN KING	Rated Power:	75 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:	VGT ,2207 ft msl	Distance from Accident Site:	
Observation Time:	16:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(VGT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	NORTH LAS VEGAS VGT	Runway Surface Type:	Asphalt
Airport Elevation:	2207 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

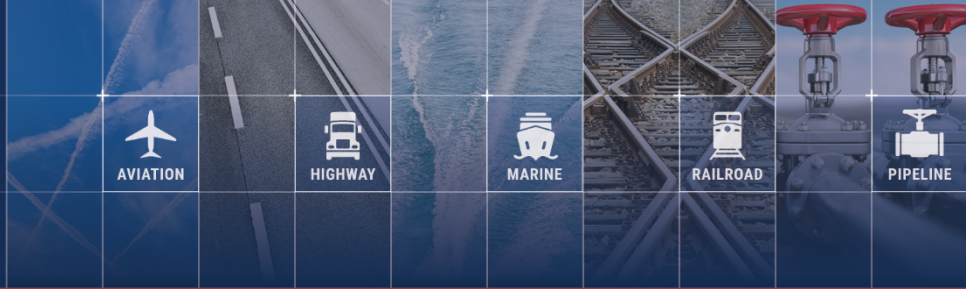
Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.2401,-115.229454(est)

Administrative Information

Investigator In Charge (IIC):	PLAGENS, HOWARD
Additional Participating Persons:	TERRI TACKETT; LAS VEGAS , NV
Original Publish Date:	April 20, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45525

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:	NORTH LAS VEGAS, Nevada	Accident Number:	LAX99LA059
Date & Time:	December 27, 1998, 16:30 Local	Registration:	N882WS
Aircraft:	Cessna TR182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The Cessna TR182 had been in the run-up area approximately 2 minutes conducting pretakeoff checks. It was on an easterly heading on the first run-up marker. The pilot of the Piper J3, who was in the rear seat, was going to conduct a run-up prior to taking the aircraft in for annual inspection. As he was taxiing north to the run-up area, he had aircraft parked on his left side, a Cherokee approaching from the 1 o'clock position, and a Twin Otter approaching from the 4 o'clock position. As he neared the spot where he planned to conduct his run-up he saw the Cessna. He shut down his engine and applied the brakes but was unable to stop before hitting the Cessna. His right wing scraped the bottom of the Cessna wing. His propeller struck its right horizontal stabilizer and elevator causing substantial damage. The Piper sustained minor damage to its propeller. The Piper pilot stated he had thoroughly scanned the run-up area and did not see the Cessna. He felt it had either blended in with the background or was in a blind spot.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot-in-command of the other aircraft to see and avoid the stationary Cessna TR182.

Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. OBJECT - AIRCRAFT PARKED/STANDING
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

On December 27, 1998, about 1630 hours Pacific standard time, a Piper J3C-65, N87714, collided with the elevator and horizontal stabilizer of a Cessna TR182, N882WS, in the run-up area of the North Las Vegas, Nevada, airport. Each aircraft was being operated by its private pilot/owner, the sole occupant, under the provisions of 14 CFR Part 91. The Cessna was preparing to depart for St. George, Utah, where an annual inspection was to be completed. The Piper was not intending to fly. Its owner was going to perform an engine run-up prior to maintenance. Neither pilot was injured. Visual meteorological conditions prevailed and the Cessna pilot did not file a flight plan. The Piper sustained minor damage; the Cessna sustained substantial damage.

The Cessna pilot had been parked on the first run-up marker for approximately 2 minutes conducting the takeoff checklist. His aircraft was on a heading of approximately 090 degrees. The Piper pilot, who occupied the rear seat, came out of the hangar area west of the tower and proceeded in a northerly direction toward the run-up area. There were airplanes parked on his left side, a Cherokee approaching him from the 1 o'clock position, and a Twin Otter approaching from his 4 o'clock position. As he neared the spot where he intended to do his run-up, he saw the Cessna. He shut off his engine and hit the brakes but was unable to avoid the Cessna. The pilot stated that he had thoroughly scanned the run-up area, but did not see the airplane. He believes it either blended in with the hangars behind it or was in a blind spot.

The right wing of the Piper was lightly scratched when it went under the right wing of the Cessna. However, the propeller struck the right horizontal stabilizer and elevator of the Cessna TR182 causing substantial damage.

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	705 hours (Total, all aircraft), 455 hours (Total, this make and model), 705 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N882WS
Model/Series:	TR182 TR182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	18200835
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 1, 1997 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2100 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540-L3C5D
Registered Owner:	JESSE FERRER	Rated Power:	235 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:	VGT ,2207 ft msl	Distance from Accident Site:	
Observation Time:	16:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(VGT)	Type of Flight Plan Filed:	None
Destination:	ST. GEORGE , UT (SGU)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	NORTH LAS VEGAS VGT	Runway Surface Type:	Asphalt
Airport Elevation:	2207 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

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:	36.2401,-115.229454(est)

Administrative Information

Investigator In Charge (IIC):	PLAGENS, HOWARD
Additional Participating Persons:	TERRI TACKETT; LAS VEGAS , NV
Original Publish Date:	April 20, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=45525

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