



Aviation Investigation Final Report

Location:	VANCOUVER, Washington	Accident Number:	SEA99LA055
Date & Time:	April 22, 1999, 11:30 Local	Registration:	N48612
Aircraft:	Piper J-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While taxiing the airplane to a parking area after landing on a north/south runway, the Piper J-3 pilot taxied through the run-up area for the east/west runway. As he passed the run-up area, the right wing of his airplane collided with the wing and propeller of a Cessna 150 that was preparing for takeoff. During a post-accident interview, the pilot said that he simply had not seen the other aircraft and was not aware it was in the area until the two aircraft made contact.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance from an aircraft parked in the run-up area.

Findings

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

Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

On April 22, 1999, approximately 1130 pacific daylight time, a Piper J-3, N48612, collided with a Cessna 150E, N3510J, while being taxied in from landing at Evergreen Airpark, Vancouver, Washington. The J-3, which was owned and operated by Paulson Aircraft, Inc., along with the 150, which was owned and operated by a private pilot, sustained substantial damage. Neither pilot was injured and there was no report of an ELT activation. The accident took place during visual meteorological conditions while both aircraft were operating under 14 CFR Part 91.

According to the J-3 pilot, while he was taxiing to parking after landing on the north/south runway, he passed through the run-up area for the east/west runway. While passing through the run-up area, the right wing of his aircraft impacted the wing and propeller of a Cessna 150 that was doing an engine run-up in preparation for departure. He said that he simply had not seen the aircraft and didn't know it was in the area until the two aircraft made contact.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	62, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 24, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	10300 hours (Total, all aircraft), 200 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N48612
Model/Series:	J-3 J-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	10733
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 14, 1999 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	C-85-12
Registered Owner:	PAULSON AIRCRAFT, INC.	Rated Power:	85 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(59S)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	EVERGREEN AIRPORT 59S	Runway Surface Type:	
Airport Elevation:	310 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

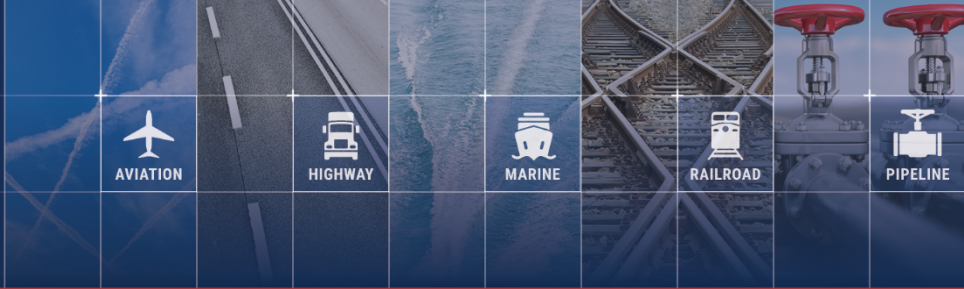
Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	45.629154,-122.519645(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	PINAR CRANE; HILLSBORO , OR
Original Publish Date:	June 23, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46163

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:	VANCOUVER, Washington	Accident Number:	SEA99LA055
Date & Time:	April 22, 1999, 11:30 Local	Registration:	N3510J
Aircraft:	Cessna 150E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While taxiing the airplane to a parking area after landing on a north/south runway, the Piper J-3 pilot taxied through the run-up area for the east/west runway. As he passed the run-up area, the right wing of his aircraft collided with the wing and propeller of a Cessna 150 that was preparing for takeoff. During a post-accident interview, the pilot said that he simply had not seen the other aircraft and was not aware it was in the area until the two aircraft made contact.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot of the other aircraft to maintain clearance from the pilot's stationary aircraft.

Findings

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

- Findings
1. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 2. (F) OBJECT - AIRCRAFT MOVING ON GROUND

Factual Information

On April 22, 1999, approximately 1130 pacific daylight time, a Piper J-3, N48612, collided with a Cessna 150E, N3510J, while being taxied in from landing at Evergreen Airpark, Vancouver, Washington. The J-3, which was owned and operated by Paulson Aircraft, Inc., along with the 150, which was owned and operated by a private pilot, sustained substantial damage. Neither pilot was injured and there was no report of an ELT activation. The accident took place during visual meteorological conditions while both aircraft were operating under 14 CFR Part 91.

According to the J-3 pilot, while he was taxiing to parking after landing on the north/south runway, he passed through the run-up area for the east/west runway. While passing through the run-up area, the right wing of his aircraft impacted the wing and propeller of a Cessna 150 that was doing an engine run-up in preparation for departure. He said that he simply had not seen the aircraft and didn't know it was in the area until the two aircraft made contact.

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 8, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	993 hours (Total, all aircraft), 487 hours (Total, this make and model), 993 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3510J
Model/Series:	150E 150E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15061210
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 12, 1998 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	90 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6317 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200A
Registered Owner:	EDWARD U. MCBRIDE	Rated Power:	100 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(59S)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	EVERGREEN AIRPORT 59S	Runway Surface Type:	
Airport Elevation:	310 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
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:	45.629154,-122.519645(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	PINAR CRANE; HILLSBORO , OR
Original Publish Date:	June 23, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46163

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