



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------------|-------------------------|-------------|
| Location: | BELGRADE, Montana | Accident Number: | SEA99LA147 |
| Date & Time: | August 21, 1999, 09:30 Local | Registration: | N5359D |
| Aircraft: | Cessna 180A | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Other work use | | |

Analysis

The pilot stated that, because of camera equipment on the dash restricting his visibility, he turned into the parked airplane which he did not see while taxiing in from a flight. In a written statement, he stated that the collision occurred in a right turn with his attention diverted to the left.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Clearance from objects was not maintained during taxiing. Factors include the pilot's inadequate visual lookout.

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) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

On August 21, 1999, at 0930 mountain standard time, N5359D, a Cessna 180A, was substantially damaged when the pilot taxied into a parked Beech V-35B after landing at Gallatin Field, Belgrade, Montana. The commercial pilot, who was the sole occupant, was uninjured. No flight plan was filed for the flight. Visual meteorological conditions prevailed at the time of the accident. There was no report of the ELT actuating.

The pilot stated that, because of camera equipment on the dash restricting his visibility, he turned into the parked airplane which he did not see. In a written statement, he stated that the collision occurred in a right turn with his attention diverted to the left. FAA inspectors confirmed that three or four ribs and leading edge skin on one wing of the Cessna 180A required repair or replacement. The pilot's medical certificate had been denied in January 1997.

Pilot Information

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|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------|
| Certificate: | Commercial | Age: | 68, Male |
| Airplane Rating(s): | Single-engine land; Multi-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 2 Expired | Last FAA Medical Exam: | October 1, 1996 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 25000 hours (Total, all aircraft), 16000 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N5359D |
| Model/Series: | 180A 180A | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 50257 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | May 17, 1998 Annual | Certified Max Gross Wt.: | 2650 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 16200 Hrs | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | O-470K |
| Registered Owner: | HARRIS AERIAL SURVEY, INC | Rated Power: | 230 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|-----------------------------------------|----------------------------------|---------------------------------------------|------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KBZ ,4400 ft msl | Distance from Accident Site: | |
| Observation Time: | 09:56 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 10000 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | Broken / 16000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 70° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 21°C / 8°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | (BZN) | Type of Clearance: | |
| Departure Time: | 00:00 Local | Type of Airspace: | Class D |

Airport Information

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|-----------------------------|--------------------|----------------------------------|------|
| Airport: | GALLATIN FIELD BZN | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| 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: | 45.809356,-111.149467(est) |

Administrative Information

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|------------------------------------------|---------------------------------------------------------------------------------------------------------|
| Investigator In Charge (IIC): | Stockhill, Michael |
| Additional Participating Persons: | GARY POLLACK; HELENA , MT |
| Original Publish Date: | November 2, 2000 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=47174 |

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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](#).