



Aviation Investigation Final Report

Location:	INDIANTOWN, Florida	Accident Number:	MIA01LA010
Date & Time:	October 21, 2000, 10:30 Local	Registration:	N56JP
Aircraft:	Jim Price SPECIAL S	PITTS	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of N56JP stated he transmitted his intentions on the Unicom frequency and heard aircraft from 2 other local airports transmitting on the frequency. He elected to use runway 13. During landing rollout, at about 30 mph, he observed N49173 forward and to the right. His lower right wing contacted the right wing of N49173. The pilot of N49173 stated he also called on the Unicom frequency and when he did not get a reply, he elected to land on runway 31. While turning off the runway after landing, N56JP collided with his right wing.

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 N56JP, during landing rollout, to see and avoid N49713, who was turning off the runway after landing from the opposite direction, resulting in the 2 aircraft colliding on the runway.

Findings

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

Findings

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND



Factual Information

On October 21, 2000, about 1030 eastern daylight time, a Jim Price Pitts Special S, N56JP, registered to several individuals, and a Boeing A75N1 (PT17), N49713, registered to an individual, collided during landing rollout at Indiantown Airport, Indiantown, Florida, while on Title 14 CFR Part 91 personal flights. Visual meteorological conditions prevailed at the time and no flight plans were filed for either flight. Both aircraft received substantial damage and the commercial-rated pilots on both aircraft were not injured. N56JP departed from Indiantown, the same day, about 1000. N49173 departed from Indiantown, the same day, about 0930.

The pilot of N56JP stated that after departing from Indiantown Airport, he flew around the local area. After about 30 minutes, he returned to Indiantown Airport for landing. The wind was from the northeast and he elected to land on runway 13. He announced his intention on the Unicom radio frequency, and there was a lot of transmissions on the frequencies from pilots at two other local airports. During landing rollout, at about 30 mph, he saw N49173, to the right and immediately forward. He attempted to veer left and collided with lower right wing of N49173. Both airplanes then taxied to the ramp.

The pilot of N49713 stated that after departing from Indiantown Airport, he flew around the local area. After about 55 minutes, he returned to Indiantown Airport for landing. He called on the Unicom frequency, requesting traffic, but did not get a response. He crossed over the airport at 1,500 feet and observed for traffic. He saw none. The wind was out of the northeast, and he elected to land on runway 31. He made radio calls while entering the pattern, downwind, base, and on final approach. After landing, he was turning off the runway, and was about 45 degrees to the runway, when N56JP collided with the lower right wing of his aircraft.

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-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-w/ waivers/lim	Last FAA Medical Exam:	December 2, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	425 hours (Total, all aircraft), 67 hours (Total, this make and model), 337 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hour (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Jim Price	Registration:	N56JP
Model/Series:	PITTS SPECIAL S PITTS SPEC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	101
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 25, 2000 Annual	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:	39 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	693 Hrs	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-360-B4A
Registered Owner:	GABRIEL A. FERRER	Rated Power:	180 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:	SUA ,18 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Scattered / 2300 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(X58)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	INDIANTOWN X58	Runway Surface Type:	Grass/turf
Airport Elevation:	30 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	
Runway Length/Width:	6300 ft / 250 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

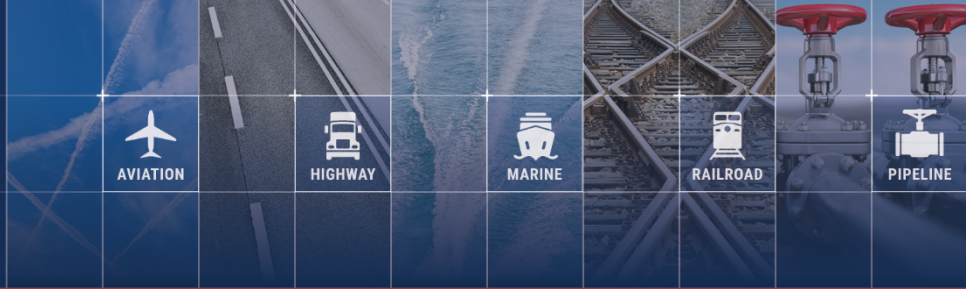
Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.029857,-80.459571(est)

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	PETER SNEAD; FORT LAUDERDALE, FL
Original Publish Date:	May 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50511

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:	INDIANTOWN, Florida	Accident Number:	MIA01LA010
Date & Time:	October 21, 2000, 10:30 Local	Registration:	N49713
Aircraft:	Boeing A75N1 (PT17)	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of N56JP stated he transmitted his intentions on the Unicom frequency and heard aircraft from 2 other local airports transmitting on the frequency. He elected to use runway 13. During landing rollout, at about 30 mph, he observed N49173 forward and to the right. His lower right wing contacted the right wing of N49173. The pilot of N49173 stated he also called on the Unicom frequency and when he did not get a reply, he elected to land on runway 31. While turning off the runway after landing, N56JP collided with his right wing.

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 N56JP, during landing rollout, to see and avoid N49713, who was turning off the runway after landing from the opposite direction, resulting in the 2 aircraft colliding on the runway.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: LANDING - ROLL

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

Same as MIA01LA010A.

Pilot Information

Certificate:	Commercial	Age:	63, Male
Airplane Rating(s):	Single-engine land; Multi-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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 17, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4139 hours (Total, all aircraft), 51 hours (Total, this make and model), 2736 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N49713
Model/Series:	A75N1 (PT17) A75N1 (PT1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	75-4615
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 27, 2000 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3579 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	W-670-6A
Registered Owner:	CURTIS A. ROSS	Rated Power:	220 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

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Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
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