



Aviation Investigation Final Report

Location:	Seattle, Washington	Accident Number:	SEA01LA065
Date & Time:	March 17, 2001, 15:27 Local	Registration:	N30616
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he listened to the airport's Automatic Terminal Information Service (ATIS) prior to landing. After landing and turning onto a parallel taxiway, the aircraft ran over a 10-foot-long horizontal barricade, which was "sitting in [the] taxiway" approximately perpendicular to the taxiway centerline. The pilot, who was seated in the rear seat of the tailwheel-equipped aircraft (as required for solo flight for the type) at the time, reported that he was doing "S" turns for taxi visibility, but that the barricade was obstructed from view by the nose of the aircraft. Upon striking the barricade, the aircraft's left main gear collapsed and the left wing dropped, striking another barricade. The pilot stated that the presence and location of the barricade were not announced on ATIS. On-site investigation disclosed that the barricade extended to within two to three feet of the yellow taxiway centerline. Review of a re-recording of ATIS disclosed that ATIS announced closure of several taxiways, but did not indicate that barricades were in place on the parallel taxiway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to visually detect the barricade, resulting in a collision with the barricade. Factors included the barricade, and inadequate information on the ATIS broadcast.

Findings

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

Findings

1. (F) OBJECT - WALL/BARRICADE
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (C) VISUAL/AURAL DETECTION - PILOT IN COMMAND
4. (F) METEOROLOGICAL SERVICES, ATIS - INADEQUATE

Occurrence #2: GEAR COLLAPSED

Phase of Operation: TAXI

Factual Information

On March 17, 2001, approximately 1527 Pacific standard time, a Piper J3C-65, N30616, was substantially damaged when it struck a barricade during taxi from landing at Boeing Field/King County International Airport, Seattle, Washington. The private pilot-in-command, who was the airplane's sole occupant, was not injured in the accident. Visual meteorological conditions prevailed and no flight plan had been filed for the 14 CFR 91 local personal flight.

The pilot reported that he listened to the airport's Automatic Terminal Information Service (ATIS) prior to landing. He stated that he subsequently landed, exited runway 13R at taxiway A4, was cleared across runway 13L, and contacted ground control for taxi clearance. The pilot stated that he was cleared to taxi to northeast parking. He stated that he turned north on the taxiway and ran over the 10-foot-long horizontal barricade, which was "sitting in [the] taxiway" approximately perpendicular to the taxiway centerline. The pilot, who was seated in the rear seat of the tailwheel-equipped aircraft (as required for solo flight for the type) at the time, reported that he was doing "S" turns for taxi visibility, but that the barricade was obstructed from view by the nose of the aircraft. Upon striking the barricade, the aircraft's left main gear collapsed and the left wing dropped, striking another barricade. The pilot stated that the presence and location of the barricade were not announced on ATIS and that ground control also did not advise him of the barricade.

An on-site investigation by an FAA inspector disclosed that the barricade was located on the taxiway on the northern side of the intersection with closed taxiway A3, extending to within two to three feet of the yellow taxiway centerline. Review of a re-recording of ATIS information SIERRA disclosed that information SIERRA announced that taxiways B2, B4, A3, A5, A6, and A7, and taxiways A2 and A7 between the runways were closed, but did not indicate that barricades were in place on the parallel taxiway.

FAA Order 7110.65M, "Air Traffic Control", specifies that the following information be disseminated on ATIS: "Taxiway closures which affect the entrance or exit of active runways, other closures which impact airport operations, [and] other NOTAM's and PIREP's pertinent to operations in the terminal area." FAA Order 7110.65M also specifies inclusion of "Other optional information as local conditions dictate in coordination with ATC", such as "VFR arrival frequencies, temporary airport conditions, LAHSO operations being conducted, or other perishable items that may appear only for a matter of hours or a few days on the ATIS message." FAA Order 7210.3, "Facility Operation and Administration", states that ATIS messages should be kept "as brief and concise as possible", and also specifies that "Optimum duration of up to 30 seconds should not be exceeded unless required for message content completeness." The re-recording of information SIERRA was 48 seconds long.

No information was obtained on whether the barricade struck was identified in a Notice to

Airmen (NOTAM). The pilot also did not indicate whether or not he obtained NOTAMs for Boeing Field prior to the accident flight.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
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:	November 8, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	October 6, 2000
Flight Time:	209 hours (Total, all aircraft), 182 hours (Total, this make and model), 188 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N30616
Model/Series:	J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4983
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 23, 2000 100 hour	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3145.68 Hrs	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	C85-12
Registered Owner:	On file	Rated Power:	85 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BFI	Distance from Accident Site:	
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 3400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	11°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Seattle, WA (BFI)	Type of Flight Plan Filed:	None
Destination:	Seattle, WA (BFI)	Type of Clearance:	Unknown
Departure Time:	15:00 Local	Type of Airspace:	Unknown

Airport Information

Airport:	King County Intl/Boeing Field BFI	Runway Surface Type:	
Airport Elevation:	18 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Unknown

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:	47.539688,-122.309555(est)

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	Dave Lehman; FAA - Seattle FSDO; Renton, WA
Original Publish Date:	October 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=51964

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](#).