



Aviation Investigation Final Report

Location:	Paris, Texas	Accident Number:	FTW02LA065
Date & Time:	November 22, 2001, 14:30 Local	Registration:	N1938C
Aircraft:	Piper J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot had landed the Piper airplane and was taxiing to parking. The pilot of the Beech was taxiing the airplane for departure, when he observed the Piper airplane taxiing inbound on the taxiway, and stopped the Beech along the edge of the taxiway. The engine of the Beech airplane was operating at idle power. The Piper crossed the centerline of the taxiway and taxied onto the side of the taxiway where the Beech was stopped. The propeller of the Piper struck the leading edge of the left wing of the Beech. The propeller of the Beech struck the leading edge of the left wing of the Piper. Numerous attempts to obtain a completed Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) from the pilot of the Piper were unsuccessful.

Probable Cause and Findings

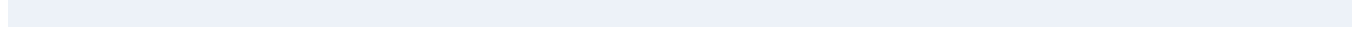
The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to maintain adequate visual lookout during taxi.

Findings

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

Findings

1. OBJECT - AIRCRAFT PARKED/STANDING
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND



Factual Information

On November 22, 2001, approximately 1430 central standard time, a Piper J3C-65, N1938C and a Beech BE-35C, N1837D had a ground collision on a taxiway at the Paris-Cox Field, Paris, Texas. Each aircraft was owned by the pilot and operated under 14 Code of Federal Regulations Part 91, respectively. The private pilot in each aircraft did not receive injuries, and each aircraft sustained substantial damage. Visual meteorological conditions prevailed for the flights, and flight plans were not filed. The origination airport for the Piper has not been determined, and the Beech was taxiing for departure.

The pilot had landed the Piper and was taxiing the airplane to parking. The pilot of the Beech was taxiing the airplane for departure, when he observed the Piper airplane taxiing inbound on the taxiway, and stopped the Beech along the edge of the taxiway. The engine of the Beech airplane was operating at idle power. The Piper crossed the centerline of the taxiway and taxied onto the side of the taxiway where the Beech was stopped. The propeller of the Piper struck the leading edge of the left wing of the Beech. The leading edge metal and forward portions of the wing ribs were destroyed on the Beech. The propeller of the Beech struck the leading edge of the left wing of the Piper. The fabric, ribs, and stringers outboard of the wing strut were destroyed on the left wing of the Piper.

Numerous attempts to obtain a completed Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) from the pilot of the Piper were unsuccessful.

Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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--no waivers/lim.	Last FAA Medical Exam:	September 20, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	140 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1938C
Model/Series:	J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2633
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	Paul G. Whitaker	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	Paris, TX (PRX)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Paris-Cox Field PRX	Runway Surface Type:	Asphalt
Airport Elevation:	547 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

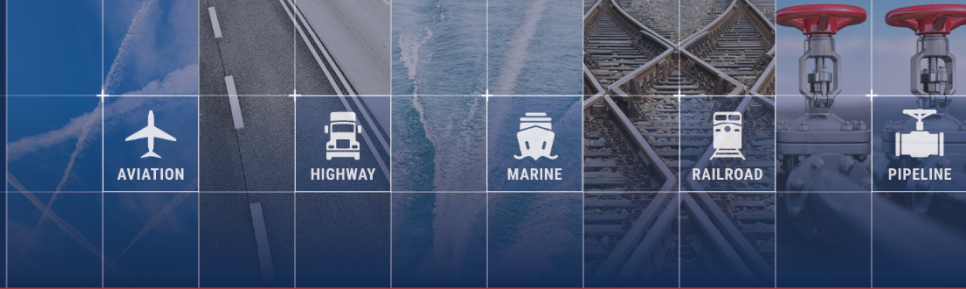
Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.636665,-95.450553

Administrative Information

Investigator In Charge (IIC):	Roach, Joyce
Additional Participating Persons:	Horace O Abbott; FAA FSDO; Dallas, TX
Original Publish Date:	April 18, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=54001

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:	Paris, Texas	Accident Number:	FTW02LA065
Date & Time:	November 22, 2001, 14:30 Local	Registration:	N1837D
Aircraft:	Beech BE-35C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot had landed the Piper airplane and was taxiing to parking. The pilot of the Beech was taxiing the airplane for departure, when he observed the Piper airplane taxiing inbound on the taxiway, and stopped the Beech along the edge of the taxiway. The engine of the Beech airplane was operating at idle power. The Piper crossed the centerline of the taxiway and taxied onto the side of the taxiway where the Beech was stopped. The propeller of the Piper struck the leading edge of the left wing of the Beech. The propeller of the Beech struck the leading edge of the left wing of the Piper. Numerous attempts to obtain a completed Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) from the pilot of the Piper were unsuccessful.

Probable Cause and Findings

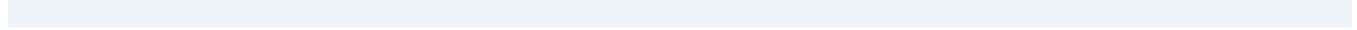
The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot of the other aircraft to maintain adequate visual lookout during taxi.

Findings

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

Findings

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



Factual Information

On November 22, 2001, approximately 1430 central standard time, a Piper J3C-65, N1938C and a Beech BE-35C, N1837D had a ground collision on a taxiway at the Paris-Cox Field, Paris, Texas. Each aircraft was owned by the pilot and operated under 14 Code of Federal Regulations Part 91, respectively. The private pilot in each aircraft did not receive injuries, and each aircraft sustained substantial damage. Visual meteorological conditions prevailed for the flights, and flight plans were not filed. The origination airport for the Piper has not been determined, and the Beech was taxiing for departure.

The pilot had landed the Piper and was taxiing the airplane to parking. The pilot of the Beech was taxiing the airplane for departure, when he observed the Piper airplane taxiing inbound on the taxiway, and stopped the Beech along the edge of the taxiway. The engine of the Beech airplane was operating at idle power. The Piper crossed the centerline of the taxiway and taxied onto the side of the taxiway where the Beech was stopped. The propeller of the Piper struck the leading edge of the left wing of the Beech. The leading edge metal and forward portions of the wing ribs were destroyed on the Beech. The propeller of the Beech struck the leading edge of the left wing of the Piper. The fabric, ribs, and stringers outboard of the wing strut were destroyed on the left wing of the Piper.

Pilot Information

Certificate:	Private	Age:	79, 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-w/ waivers/lim	Last FAA Medical Exam:	April 12, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 5, 2001
Flight Time:	3021 hours (Total, all aircraft), 2045 hours (Total, this make and model), 3021 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1837D
Model/Series:	BE-35C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-3099
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 5, 2001 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4685 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	E-225-8
Registered Owner:	Bernard W. Ryan	Rated Power:	225 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Paris, TX (PRX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Paris-Cox Field PRX	Runway Surface Type:	Asphalt
Airport Elevation:	547 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	Full stop

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:	33.636665,-95.450553

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