



Aviation Investigation Final Report

Location:	GRAND PRAIRIE, Texas	Accident Number:	FTW82FPD10
Date & Time:	April 25, 1982, 15:00 Local	Registration:	N70108
Aircraft:	PIPER J3C-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE THE PILOT WAS TAXIING TO THE ENGINE RUN-UP AREA, HIS RIGHT WING STRUCK THE PROPELLER OF A PIPER PA-24 (N7545P) THAT WAS POSITIONED AT THE EDGE OF THE TAXIWAY. THE PILOT BELIEVED THAT IF HE HAD BEEN MAKING SHARPER S-TURNS WHILE TAXIING, HE WOULD HAVE SEEN THE OTHER AIRCRAFT SOONER AND WOULD HAVE STOPPED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	March 11, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft), 206 hours (Total, this make and model), 1285 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N70108
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	7010510
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	232 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1347 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	C-85
Registered Owner:	JESSIE SIMS	Rated Power:	75 Horsepower
Operator:	JESSIE SIMS	Operating Certificate(s) Held:	
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:	,0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:		Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft AGL	Visibility	60 miles
Lowest Ceiling:	Unknown / 0 ft AGL	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	75°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRAND PRAIRIE , TX (F67)	Type of Flight Plan Filed:	None
Destination:	GRAND PRAIRIE , TX (F67)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:	GRAND PRAIRIE MUNI. F67	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4000 ft / 0 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC): DennisHogenson

Additional Participating Persons:

Original Publish Date: April 25, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69193>

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](#).