



Aviation Investigation Final Report

Location:	AUGUSTA, Maine	Incident Number:	NYC831A013
Date & Time:	October 25, 1982, 15:15 Local	Registration:	N25973
Aircraft:	PIPER J3C-65	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT AND FLIGHT INSTRUCTOR (CFI) OF CESSNA 172, N5742T, STARTED TO TAXI WHILE THE STUDENT AND CFI OF PIPER JC3-65, N25973, WERE LANDING. THE CESSNA AIRCREW SAW THE PIPER LAND AND TURN OFF ONTO THE SAME TAXIWAY THAT THEY WERE ON, BUT FROM THE OPPOSITE DIRECTION. THEY STOPPED THE CESSNA ON THE EDGE OF THE TAXIWAY WITH THE RIGHT WHEEL JUST ON THE PAVEMENT TO MAKE ROOM FOR THE OTHER PLANE TO PASS. THE PIPER (WITH NO RADIO) WAS S-TURNING SO AS TO SEE AHEAD. THE CFI OF THE PIPER STATED THAT HE HAD UNBUCKLED AND PULLED HIMSELF UP TWICE TO LOOK OVER THE TOP OF THE DASHBOARD, BUT SAW NOTHING AHEAD. THE CFI OF THE CESSNA STATED THAT WHEN THE PIPER WAS ABOUT 200 FT AWAY, IT TURNED AS THOUGH TO PASS, BUT WHEN IT WAS ABOUT 50 FT AWAY, IT CHANGED DIRECTIONS AND RAN INTO HIS AIRCRAFT. HE STATED THAT THE CESSNA WAS STOPPED WITH THE BRAKES ON FOR ABOUT 20 SEC BEFORE THE COLLISION. BOTH AIRCRAFT RECEIVED ONLY MINOR DAMAGE.

Probable Cause and Findings

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

Findings

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

Findings

1. RADIO COMMUNICATIONS - NOT POSSIBLE
2. (F) OBJECT - AIRCRAFT PARKED/STANDING
3. (C) VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. (C) MANEUVER - NOT PERFORMED - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	30, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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--no waivers/lim.	Last FAA Medical Exam:	July 20, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1104 hours (Total, all aircraft), 43 hours (Total, this make and model), 1006 hours (Pilot In Command, all aircraft), 301 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N25973
Model/Series:	J3C-65 J3C-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	3927
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3704 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-200-A
Registered Owner:	BALLOON DRIFTERS, INC.	Rated Power:	65 Horsepower
Operator:	BALLOON DRIFTERS, INC.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUGUSTA , ME (AUG)	Type of Flight Plan Filed:	None
Destination:	AUGUSTA , ME (AUG)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	AUGUSTA AUG	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4199 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: October 25, 1983

Last Revision Date:

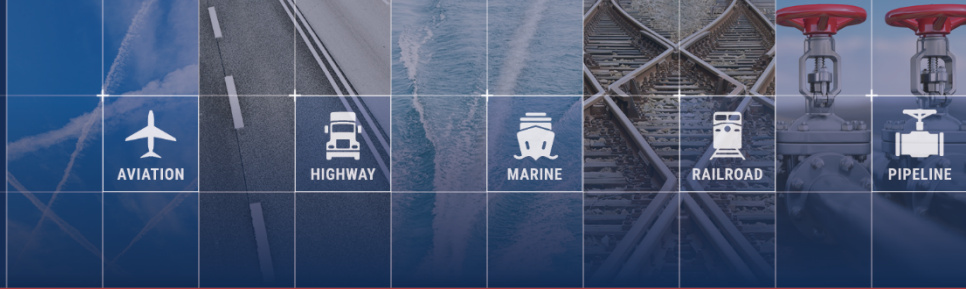
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69845>

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:	AUGUSTA, Maine	Incident Number:	NYC831A013
Date & Time:	October 25, 1982, 15:15 Local	Registration:	N5742T
Aircraft:	CESSNA 172E	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT AND FLIGHT INSTRUCTOR (CFI) OF CESSNA 172, N5742T, STARTED TO TAXI WHILE THE STUDENT AND CFI OF PIPER JC3-65, N25973, WERE LANDING. THE CESSNA AIRCREW SAW THE PIPER LAND AND TURN OFF ONTO THE SAME TAXIWAY THAT THEY WERE ON, BUT FROM THE OPPOSITE DIRECTION. THEY STOPPED THE CESSNA ON THE EDGE OF THE TAXIWAY WITH THE RIGHT WHEEL JUST ON THE PAVEMENT TO MAKE ROOM FOR THE OTHER PLANE TO PASS. THE PIPER (WITH NO RADIO) WAS S-TURNING SO AS TO SEE AHEAD. THE CFI OF THE PIPER STATED THAT HE HAD UNBUCKLED AND PULLED HIMSELF UP TWICE TO LOOK OVER THE TOP OF THE DASHBOARD, BUT SAW NOTHING AHEAD. THE CFI OF THE CESSNA STATED THAT WHEN THE PIPER WAS ABOUT 200 FT AWAY, IT TURNED AS THOUGH TO PASS, BUT WHEN IT WAS ABOUT 50 FT AWAY, IT CHANGED DIRECTIONS AND RAN INTO HIS AIRCRAFT HE STATED THAT THE CESSNA WAS STOPPED WITH THE BRAKES ON FOR ABOUT 20 SEC BEFORE THE COLLISION. BOTH AIRCRAFT RECEIVED ONLY MINOR DAMAGE.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. (C) MANEUVER - NOT PERFORMED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	38, Male
Airplane Rating(s):	Single-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--no waivers/lim.	Last FAA Medical Exam:	November 1, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	579 hours (Total, all aircraft), 36 hours (Total, this make and model), 28 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5742T
Model/Series:	172E 172E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1725642
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2547 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-300-D
Registered Owner:	PETER MURPHY	Rated Power:	145 Horsepower
Operator:	PETER MURPHY	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUGUSTA , ME (AUG)	Type of Flight Plan Filed:	None
Destination:	AUGUSTA , ME (AUG)	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	

Airport Information

Airport:	AUGUSTA AUG	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4199 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: October 25, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69845>

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](#).