



Aviation Investigation Final Report

Location:	PHOENIX, Arizona	Accident Number:	LAX82DA205
Date & Time:	May 28, 1982, 22:40 Local	Registration:	N2256N
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A MCDONNELL DOUGLAS DC-10 HAD LANDED AND PROCEEDED TO THE RAMP AREA. AS HE ENTERED THE RAMP AND STARTED TOWARD GATE 6, THE GREEN SIGNAL LIGHT CHANGED TO RED AND THE PILOT STOPPED WITH THE DC-10'S TAIL POINTED TOWARD THE PARRALLEL TAXIWAY BESIDE RUNWAY 08R. THE PILOT WAS SIGNALLED TO STOP SINCE THE JETWAY HAD BEEN MOVED OUT PREMATURELY. JUST PRIOR TO THIS TIME, A CESSNA 140, N2256N, HAD LANDED ON RUNWAY 08R. THE CESSNA PILOT WAS INSTRUCTED TO STAY ON THE RUNWAY UNTIL ABEAM THE REPUBLIC HANGER. INSTEAD OF STAYING ON THE RUNWAY, THE CESSNA PILOT TURNED OFF AND TAXIED ON THE PARALLEL TAXIWAY. AS HE WAS CROSSING (AT NIGHT) BEHIND THE DC-10, THE DC-10 PILOT GOT A GREEN SIGNAL TO TAXI INTO THE GATE. THE DC-10 PILOT ADDED 35% POWER ON 1 ENGINE AND THE JET BLAST BLEW THE CESSNA OVER. NEITHER OF THE GROUND HANDLERS SAW THE CESSNA BEFORE SIGNALING THE DC-10 TO MOVE INTO THE GATE. THE ATC CONTROLLER STATED THAT HE SAW THE CESSNA TURN OFF THE RUNWAY EARLY, BUT SINCE THERE WAS NO CONFLICTING TRAFFIC, HE MADE TWO MORE TRANSMISSIONS.

Probable Cause and Findings

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

Findings

Occurrence #1: PROPELLER BLAST OR JET EXHAUST/SUCTION

Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) LIGHT CONDITION - NIGHT
2. (F) INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL
4. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	December 9, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	182 hours (Total, all aircraft), 53 hours (Total, this make and model), 122 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2256N
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	12492
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1900 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	C-85
Registered Owner:	DAVID E. WEIL	Rated Power:	85 Horsepower
Operator:	DAVID E. WEIL	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:	Night/bright
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	85°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHANDLER , AZ (P10)	Type of Flight Plan Filed:	None
Destination:	CRYSTAL CITY , TX (C)	Type of Clearance:	
Departure Time:	22:20 Local	Type of Airspace:	

Airport Information

Airport:	PHOENIX SKY HARBOR PHX	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	8R	IFR Approach:	
Runway Length/Width:	8850 ft / 150 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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: May 28, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72213>

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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](#).