Aviation Investigation Final Report

Location:	New Carlisle, Ohio	**Accident Number:**	GAA17CA223
Date & Time:	April 8, 2017, 15:00 Local	**Registration:**	N88470
Aircraft:	Piper J3C	**Aircraft Damage:**	Substantial
Defining Event:	Ground collision	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped Piper reported that his airplane was not equipped with a radio and that the forward visibility was not good when taxiing while piloting the airplane from the rear seat. He entered a left downwind for the runway, saw no other aircraft while on final, and continued to land. He added that, during the landing roll, as he turned to clear the runway, his airplane collided with a Cessna airplane that was taxiing on the same runway after having landed on it from the opposite direction. He reported that he did not see the Cessna before the collision.

The Piper sustained substantial damage to the right wing's front spar.

The pilot of the Cessna reported that, while flying local in the traffic pattern, he announced his position and intent to land on the airport's common traffic advisory frequency during all landings while simultaneously visually checking right and left for traffic. He added that, as he was taxiing on the runway toward the exit after landing, he saw the Piper land in the opposite direction on the same runway. Subsequently, the Piper turned diagonally across the runway toward the Cessna, and the two airplanes collided.

The Cessna sustained substantial damage to its right wing.

Both pilots reported that there were no preaccident mechanical failures or malfunctions with either airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's decision to land on an occupied runway and his failure to see and avoid the other airplane.

Findings

Personnel issues	Monitoring other aircraft - Pilot
Environmental issues	Aircraft - Effect on operation
Environmental issues	Visibility - Effect on personnel

Factual Information

History of Flight

Landing-landing roll	Ground collision (Defining event)

Pilot Information

Certificate:	Airline transport; Flight instructor	**Age:**	73,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Rear
Other Aircraft Rating(s):	None	**Restraint Used:**	Lap only
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane; Sport pilot	**Toxicology Performed:**	No
Medical Certification:	Sport pilot Unknown	**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	November 14, 2015
Flight Time:	(Estimated) 9000 hours (Total, all aircraft), 60 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N88470
Model/Series:	J3C 65	**Aircraft Category:**	Airplane
Year of Manufacture:	1946	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	16094
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	April 9, 2016 Annual	**Certified Max Gross Wt.:**	1220 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	4461.7 Hrs at time of accident	**Engine Manufacturer:**	CONT MOTOR
ELT:	C91 installed, not activated	**Engine Model/Series:**	A65-8
Registered Owner:	On file	**Rated Power:**	65 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:	KFFO,823 ft msl	**Distance from Accident Site:**	6 Nautical Miles
Observation Time:	18:58 Local	**Direction from Accident Site:**	196°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/ None
Wind Direction:	130°	**Turbulence Severity Forecast/Actual:**	/ N/A
Altimeter Setting:	30.07 inches Hg	**Temperature/Dew Point:**	15°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New Carlisle, OH (3OH0)	**Type of Flight Plan Filed:**	None
Destination:	New Carlisle, OH (3OH0)	**Type of Clearance:**	None
Departure Time:	14:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	ANDY BARNHART MEMORIAL 3OH0	**Runway Surface Type:**	Grass/turf
Airport Elevation:	895 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	10	**IFR Approach:**	None
Runway Length/Width:	2000 ft / 150 ft	**VFR Approach/Landing:**	Full stop;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:**	39.930278,-84.013336(est)

Preventing Similar Accidents

See and Be Seen (SA-045)

The Problem

Adequate visual lookout while flying in visual meteorological conditions is critical to avoiding other aircraft. While accidents can occur in high-traffic areas (near airports), they can also occur in cruise flight.

All pilots can be vulnerable to distractions in the cockpit, and the presence of technology has introduced challenges to the see-and-avoid concept. Aviation applications on portable electronic devices (PEDs) such as cell phones, tablets, and handheld GPS units, while useful, can lead to more head-down time, limiting a pilot's ability to see other aircraft.

What can you do?

- Be vigilant and use proper techniques to methodically scan for traffic throughout your flight, not only in high-volume traffic areas.
- Divide your attention inside and outside the aircraft and minimize distractions (including nonessential conversations, photography or sightseeing activities, and PED use) that may degrade your ability to maintain awareness of other aircraft.
- Make your aircraft as visible as possible to other aircraft by turning on available lights, including anticollision lights, and consider using high-intensity discharge or LED lighting.
- Clearly communicate your intentions and use standard phraseology, known distances, and obvious ground references to alert other pilots of your location.
- Recognize that some conditions make it harder to see other aircraft, such as operating in areas where aircraft could be masked by surrounding terrain or buildings and when sun glare is present.
- Encourage passengers to help look for traffic and, during instructional flights, ensure that one pilot is always responsible for scanning for traffic.
- Effectively use on-board traffic advisory systems, when available, to help visually acquire and avoid other aircraft and not as a substitute for an outside visual scan.

See https://www.ntsb.gov/Advocacy/safety-alerts/Documents/SA-045.pdf for additional resources.

The NTSB presents this information to prevent recurrence of similar accidents. Note that this

should not be considered guidance from the regulator, nor does this supersede existing FAA Regulations (FARs).

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Garry Middleton; FAA; Cincinnati, OH
Original Publish Date:	July 5, 2017
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=94984

Aviation Investigation Final Report

Location:	New Carlisle, Ohio	**Accident Number:**	GAA17CA223
Date & Time:	April 8, 2017, 15:00 Local	**Registration:**	N8350U
Aircraft:	Cessna 172	**Aircraft Damage:**	Substantial
Defining Event:	Ground collision	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped Piper reported that his airplane was not equipped with a radio and that the forward visibility was not good when taxiing while piloting the airplane from the rear seat. He entered a left downwind for the runway, saw no other aircraft while on final, and continued to land. He added that, during the landing roll, as he turned to clear the runway, his airplane collided with a Cessna airplane that was taxiing on the same runway after having landed on it from the opposite direction. He reported that he did not see the Cessna before the collision.

The Piper sustained substantial damage to the right wing's front spar.

The pilot of the Cessna reported that, while flying local in the traffic pattern, he announced his position and intent to land on the airport's common traffic advisory frequency during all landings while simultaneously visually checking right and left for traffic. He added that, as he was taxiing on the runway toward the exit after landing, he saw the Piper land in the opposite direction on the same runway. Subsequently, the Piper turned diagonally across the runway toward the Cessna, and the two airplanes collided.

The Cessna sustained substantial damage to its right wing.

Both pilots reported that there were no preaccident mechanical failures or malfunctions with either airplane that would have precluded normal operation.

Probable Cause and Findings

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

The other pilot's decision to land on an occupied runway and his failure to see and avoid the airplane.

Findings

Personnel issues	Monitoring other aircraft - Pilot of other aircraft
Environmental issues	Aircraft - Effect on operation

Factual Information

History of Flight

Landing	Ground collision

Pilot Information

Certificate:	Private	**Age:**	77,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Lap only
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	July 1, 2015
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	October 11, 2016
Flight Time:	(Estimated) 2400 hours (Total, all aircraft), 2280 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 9.6 hours (Last 90 days, all aircraft), 5.1 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N8350U
Model/Series:	172 F	**Aircraft Category:**	Airplane
Year of Manufacture:	1965	**Amateur Built:**	
Airworthiness Certificate:	Normal; Utility	**Serial Number:**	17252250
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	June 1, 2016 Annual	**Certified Max Gross Wt.:**	2300 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	3491.6 Hrs at time of accident	**Engine Manufacturer:**	CONT MOTOR
ELT:	C91 installed, not activated	**Engine Model/Series:**	O-300-D
Registered Owner:	On file	**Rated Power:**	145 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:	KFFO,823 ft msl	**Distance from Accident Site:**	6 Nautical Miles
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Wind Direction:	130°	**Turbulence Severity Forecast/Actual:**	/ N/A
Altimeter Setting:	30.07 inches Hg	**Temperature/Dew Point:**	15°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New Carlisle, OH (3OH0)	**Type of Flight Plan Filed:**	None
Destination:	New Carlisle, OH (3OH0)	**Type of Clearance:**	None
Departure Time:	14:35 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	ANDY BARNHART MEMORIAL 3OH0	**Runway Surface Type:**	Grass/turf
Airport Elevation:	895 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	10	**IFR Approach:**	None
Runway Length/Width:	2000 ft / 150 ft	**VFR Approach/Landing:**	Full stop;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
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Regulations (FARs).

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Garry Middleton; FAA; Cincinnati, OH
Original Publish Date:	July 5, 2017
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=94984