



National Transportation Safety Board Aviation Accident Final Report

Location:	ST. PETERSBURG, FL	Accident Number:	MIA94LA065A
Date & Time:	02/03/1994, 1220 EST	Registration:	N199J
Aircraft:	OCONELL LAZER-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AN AIRPLANE WITH CONVENTIONAL GEAR WAS TAXIING FROM THE ACTIVE RUNWAY, AND WAS CLEARED TO CROSS THE RUNWAY AND CONTINUE TO THE RAMP. THE PILOT STATED HE HAD NO FORWARD VISIBILITY BUT DID NOT MAKE 'S-TURNS'. ON THE OTHER SIDE OF THE RUNWAY ANOTHER AIRPLANE WAS HOLDING SHORT ON THE SAME TAXIWAY. THE CONVENTIONAL GEAR AIRPLANE STRUCK THE OTHER AIRPLANE CAUSING SUBSTANTIAL DAMAGE TO BOTH AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT-IN-COMMAND OF THE CONVENTIONAL GEAR AIRPLANE TO MAINTAIN A VISUAL LOOKOUT FOR OTHER AIRCRAFT.

Findings

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

Findings

1. OBJECT - AIRCRAFT PARKED/STANDING
2. (C) VISUAL LOOKOUT - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On February 3, 1994, about 1220 eastern standard time, a Cessna U-206, N72074, and a homebuilt OConnel Z-200, N199J, were involved in an on-ground collision while taxiing at Albert Whitted Airport, St. Petersburg, Florida. N72074 was operating as a 14 CFR Part 135, domestic, cargo flight as Red Barron No. 7. N199J was operating as a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and N72074 was on an IFR flight plan and N199J was not on a flight plan. Both aircraft were substantially damaged and both pilots reported no injuries. N72074 was initiating his flight at the time of the accident, and N199J was terminating his local flight that had started about 1100 the same day.

The pilot of N72074 stated he saw the other aircraft at the last minute and was unable to take any evasive maneuver. The pilot of N199J stated that he was not "S-turning" his conventional gear airplane and did not see the other aircraft before impact.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	10/19/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1250 hours (Total, all aircraft), 40 hours (Total, this make and model), 1170 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	OCONNELL	Registration:	N199J
Model/Series:	LAZER-200 LAZER-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	01
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	
Time Since Last Inspection:	45 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360
Registered Owner:	BALLARD, WILLIAM C.	Rated Power:	200 hp
Operator:	BALLARD, WILLIAM C.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SPG, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1220	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 2000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C / -1° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	ALBERT WHITTED (SPG)	Runway Surface Type:	
Airport Elevation:	8 ft	Runway Surface Condition:	
Runway Used:	6	IFR Approach:	
Runway Length/Width:	3322 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	11/18/1994
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).