



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ST. PETERSBURG, FL	<b>Accident Number:</b>	MIA94LA065B
<b>Date &amp; Time:</b>	02/03/1994, 1220 EST	<b>Registration:</b>	N72074
<b>Aircraft:</b>	CESSNA U-206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## 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 AND DID NOT MAKE 'S-TURNS'. ON THE OTHER SIDE OF THE RUNWAY ANOTHER AIRPLANE WAS HOLDING SHORT FOR TAKE OFF 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 OF THE CONVENTIONAL GEAR AIRPLANE TO MAINTAIN A VISUAL LOOKOUT FOR OTHER AIRCRAFT.

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: STANDING - ENGINE(S) OPERATING

### Findings

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) VISUAL LOOKOUT - NOT PERFORMED - PILOT OF OTHER AIRCRAFT

## Factual Information

Narrative the same as MIA94LA065A.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/14/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3800 hours (Total, all aircraft), 150 hours (Total, this make and model), 3650 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N72074
<b>Model/Series:</b>	U-206 U-206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1275
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	42 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3410 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	GALLOPS, INC.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	RED BARRON AVIATION	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	REBA

## 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:	IFR
Destination:	TAMPA, FL (TPA)	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:	None
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).