



National Transportation Safety Board Aviation Accident Final Report

Location:	PINE BLUFF, AR	Accident Number:	FTW96LA194
Date & Time:	05/01/1996, 1215 CDT	Registration:	N351T
Aircraft:	Champion 7AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot 'wrapped' a tie-down chain around the tailwheel shaft prior to hand-propping the airplane. The 'rpm was too high' when the engine started and the airplane came loose from the tie-down and collided with a parked airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to follow proper starting procedures, and an inadequate tie-down.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (C) TIE DOWN - INADEQUATE - PILOT IN COMMAND
2. (C) STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

3. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

On May 1, 1996, at 1215 central daylight time, a Champion 7AC, N351T, registered to a private owner, collided with a parked airplane after it was hand propped by the pilot and came loose from its tie down at Grider Field, Pine Bluff, Arkansas. The airplane was substantially damaged and the private pilot was not injured. Visual meteorological conditions prevailed for the personal flight conducted under Title 14 CFR Part 91 and no flight plan was filed. The flight was originating at the time of the accident and the intended destination was Benton, Arkansas.

The pilot reported that he "wrapped [a] tiedown chain around [the] tailwheel shaft" prior to hand propping the airplane. The "rpm was too high" when the engine started and the airplane came loose from the tie down and struck a parked Cessna 152, N6127P. There was substantial damage to the empennage and right wing of the Cessna. The Champion sustained damage to the right wing, propeller, and windshield.

Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/01/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft), 600 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Champion	Registration:	N351T
Model/Series:	7AC 7AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7AC-3266
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	04/07/1996, Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2897 Hours	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	C-85
Registered Owner:	BILL HENERY	Rated Power:	85 hp
Operator:	BILL HENERY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	(PBF)	Type of Flight Plan Filed:	None
Destination:	BENTON, AR (M99)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	GRIDER FIELD (PBF)	Runway Surface Type:	
Airport Elevation:	206 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

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):	GEORGIA R SNYDER	Report Date:	06/22/1996
Additional Participating Persons:	ROBERT E TALMADGE; LITTLE ROCK, AR		
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.ntsbt.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](#).