



National Transportation Safety Board Aviation Accident Final Report

Location:	AUGUSTA, ME	Accident Number:	IAD98LA019
Date & Time:	01/02/1998, 1415 EST	Registration:	N9912L
Aircraft:	Cessna 172P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

Snow and ice obstructed the taxiway lines. The pilot was taxiing using a row of hangars to his right side to assist in judging the distance from parked airplanes on his left. Focusing right and left, both the pilot and the pilot rated passenger did not notice the vehicle parked in front of the hangars. The pilot applied the brakes, and the airplane impacted the vehicle with the right wing. No mechanical problems were found with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The inadequate lookout of the pilot in command.

Findings

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

Findings

1. OBJECT - VEHICLE
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

On January 2, 1998, about 1415 eastern standard time, a Cessna 172P, N9912L, was substantially damaged as it collided with a parked vehicle while taxiing at the Augusta State Airport, Augusta, Maine. The certificated private pilot and the pilot rated passenger were not injured. Visual meteorological conditions existed and no flight plan was file for the ferry flight conducted under 14 CFR Part 91. The airplane, registered to the Civil Air Patrol (CAP), Maxwell AFB, Alabama, departed the Northern Maine Regional/Presque Isle Airport, Presque Isle, Maine, at 1230.

The pilot reported that it snowed the previous day, and residual snow and ice were obstructing the taxiway lines. The pilot recalled that as he was taxiing, he used a row of hangars to his right to assist in judging the distance from parked airplanes on his left. Focusing their attention right and left, both the pilot and the passenger stated that they did not notice the vehicle parked in front of the hangars. The pilot applied the brakes, and the airplane impacted the vehicle with the right wing.

The Federal Aviation Administration Inspectors examined the airplane on January 7, 1998. The examination revealed damage to the right wing spar, and upgraded this incident to an accident. No mechanical malfunctions were found with the airplane.

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	10/03/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	92 hours (Total, all aircraft), 92 hours (Total, this make and model), 43 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9912L
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17276648
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/16/1997, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2597 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	CIVIL AIR PATROL	Rated Power:	160 hp
Operator:	CIVIL AIR PATROL	Operating Certificate(s) Held:	None
Operator Does Business As:	CIVIL AIR PATROL	Operator Designator Code:	

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:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C / -5° C
Precipitation and Obscuration:			
Departure Point:	PRESQUE ISLE, ME (PQJ)	Type of Flight Plan Filed:	None
Destination:	(AUG)	Type of Clearance:	None
Departure Time:	1230 EST	Type of Airspace:	Class E

Airport Information

Airport:	AUGUSTA STATE AIRPORT (AUG)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Snow--compacted
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JIM CAIN	Report Date:	02/16/2001
Additional Participating Persons:	DOUGLAS H BORDEAUX; PORTLAND, ME		
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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