



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	OSHKOSH, WI	<b>Accident Number:</b>	CHI98LA297A
<b>Date &amp; Time:</b>	08/01/1998, 1840 CDT	<b>Registration:</b>	N111WF
<b>Aircraft:</b>	Cessna 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot was taxiing for departure on a north-south taxiway for a departure from runway 18R. He reported that the ATIS advised all traffic to watch the flagmen for ATC instructions. The pilot reported that he was watching the flagman as instructed. The pilot reported, 'The flagman gave me a signal to stop as I approached the intersection, and then changed to the right turn signal. I started my right turn. The flagman gave me no indication that there was an aircraft in my path, or that I should do anything other than complete the turn.' He reported that he was about halfway through the turn when his propeller struck the right wingtip of the RV-6. He reported, 'I was confident that this area was clear because the flagman, with a clear view, directed me to make the turn.'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to maintain clearance from the other airplane while taxiing.

## Findings

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Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)  
Phase of Operation: TAXI

### Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On August 1, 1998, at 1840 central daylight time, a Cessna 180, N111WF, operated by Fletcher Aviation Inc., taxied into the right wing of an experimental Preece VANS RV-6, N122BP. The RV-6 was number three holding short for takeoff from runway 18 at Oshkosh Municipal Airport, Oshkosh, Wisconsin. The Cessna 180 was turning on the taxiway when its propeller impacted the right wing of the RV-6. Visual meteorological conditions prevailed at the time of the accident.

The pilot was taxiing for departure on a north-south taxiway for a departure from runway 18R. He reported that the ATIS advised all traffic to watch the flagmen for ATC instructions. He reported that he saw an RV-6 taxi across the front of his airplane when he was about 400 to 500 feet from the intersection. The pilot reported that he was watching the flagman as instructed.

The pilot reported, "The flagman gave me a signal to stop as I approached the intersection, and then changed to the right turn signal. I started my right turn. The flagman gave me no indication that there was an aircraft in my path, or that I should do anything other than complete the turn." He reported that he was about halfway through the turn when his propeller struck the right wingtip of the RV-6. He reported, "I was confident that this area was clear because the flagman, with a clear view, directed me to make the turn."

The pilot reported that the Cessna 180, a tail wheel airplane, had a blind spot directly in front and to the right when piloting the airplane from the left seat.

The pilot of the RV-6 reported that he was not aware of the conflict until the Cessna's propeller hit the right wing and aileron of his airplane.

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	53, 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
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/26/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N111WF
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31243
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	07/14/1997, Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4714 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-U
Registered Owner:	FLETCHER AVIATION INC.	Rated Power:	225 hp
Operator:	FLETCHER AVIATION INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OSH, 675 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1853 CDT	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:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26 °C / 11 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SPRING PRAIRIE, WI (9WIG)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D

## Airport Information

Airport:	OSHKOSH WHITMAN REGIONAL (OSH)	Runway Surface Type:	Asphalt
Airport Elevation:	675 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):	JIM SILLIMAN	Report Date:	07/02/1999
Additional Participating Persons:	MICHAEL J WHEELER; MILWAUKEE, WI		
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](#).