



National Transportation Safety Board Aviation Accident Final Report

Location:	WINCHESTER, VA	Accident Number:	BFO88LA044A
Date & Time:	05/01/1988, 1345 EDT	Registration:	N905PS
Aircraft:	CESSNA 150J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE T-6 STRUCK THE C-150 FROM BEHIND WHILE BOTH WERE TAXIING FOR TAKEOFF. THE C-150 WAS STOPPED AT THE TIME. THERE WAS AN ANNUAL FLY-IN BEING HELD AT THE ARPT WITH ABOUT 300 ACFT IN ATTENDANCE. GROUND PERSONNEL WERE DIRECTING GROUND TRAFFIC. THE T-6 PLT SAID HE WAS MOTIONED FORWARD BY GROUND PERSONNEL WHO HE RELIED ON BECAUSE HE WAS UNABLE TO SEE DIRECTLY AHEAD OF THE NOSE OF HIS ACFT. HE ALSO SAID THE TAXIWAY WAS TOO NARROW, WITH INADEQUATE CLEARANCE ALONGSIDE IT TO ALLOW HIM TO DO S-TURNS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) OBJECT - AIRCRAFT MOVING ON GROUND
2. (C) CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Private	Age:	58, 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:	05/07/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	364 hours (Total, all aircraft), 6 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N905PS
Model/Series:	150J 150J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15070712
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200A
Registered Owner:	CHARLES GUENTHER	Rated Power:	100 hp
Operator:	CHARLES S. GUENTHER	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	20 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:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	WINCHESTER (W16)	Runway Surface Type:	
Airport Elevation:	720 ft	Runway Surface Condition:	
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:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	01/04/1990
Additional Participating Persons:	DOYAL MILLER; WASHINGTON, DC		
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](#).