



National Transportation Safety Board Aviation Accident Final Report

Location:	CEDAR RAPIDS, IA	Accident Number:	MKC85LA145
Date & Time:	07/01/1985, 1130 CDT	Registration:	N95162
Aircraft:	TAYLORCRAFT BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WHILE TAXIING TO TAKEOFF, THE PLT WAS PROCEEDING BETWEEN 2 ROWS OF HANGARS. HE STATED THAT HE WAS HAVING A PROBLEM WITH THE ACFT TRANSCIEVER & WAS ADJUSTING IT FOR TAXI INSTRUCTIONS. AT ABOUT THAT TIME, THE RIGHT WING TIP OF THE ACFT STRUCK THE TAIL ROTOR OF A SMALL HELICOPTER.

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: TAXI - TO TAKEOFF

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) OBJECT - AIRCRAFT PARKED/STANDING
4. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

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--no waivers/lim.	Last FAA Medical Exam:	10/22/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	323 hours (Total, all aircraft), 311 hours (Total, this make and model), 288 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N95162
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	9562
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/01/1985, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2049 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	A-65
Registered Owner:	E. ROBERT PETERSEN	Rated Power:	65 hp
Operator:	E. ROBERT PETERSEN	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CID, 864 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1050 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 12000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 15° C
Precipitation and Obscuration:			
Departure Point:	(CID)	Type of Flight Plan Filed:	None
Destination:	IOWA CITY, IA (IOW)	Type of Clearance:	None
Departure Time:	1130 CDT	Type of Airspace:	

Airport Information

Airport:	CEDAR RAPIDS MUNI	Runway Surface Type:	
Airport Elevation:		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):	CLINT THORPE	Report Date:	
Additional Participating Persons:	FRED POGUE; DES MOINES, IA		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).