



National Transportation Safety Board Aviation Accident Data Summary

Location:	CEDAR RAPIDS, IA	Accident Number:	MKC85LA145
Date & Time:	07/01/1985, 1130 CDT	Registration:	N95162
Aircraft:	TAYLORCRAFT BC12-D	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 TRANSCEIVER & 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

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

Pilot Information

Certificate:	Private	Age:	58
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	E. ROBERT PETERSEN	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	A-65
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CID, 864 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 12000 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 60°
Temperature:	27° C	Visibility	12 Miles
Precipitation and Obscuration:			
Departure Point:	(CID)	Destination:	IOWA CITY, IA (IOW)

Airport Information

Airport:	CEDAR RAPIDS MUNI	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC):	CLINT THORPE	Adopted Date:	
Investigation Docket:	NTSB accident and incident docket 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.